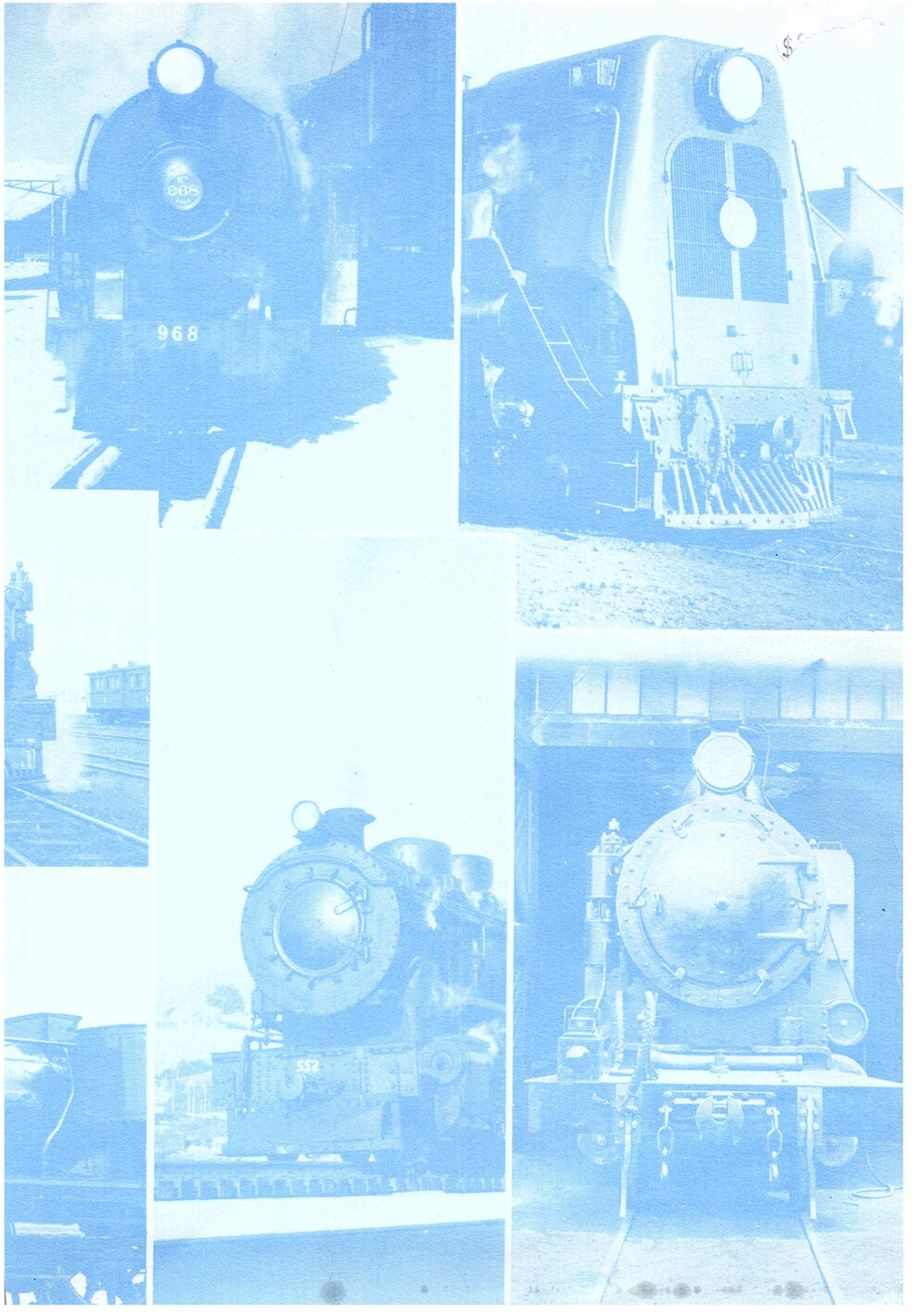
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REGISTER
OF
NEW ZEALAND RAILWAYS STEAM LOCOMOTIVES
1863-1971

W. G. LLOYD

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FOREWORD

BY Mr T. A. BLYTH.
formerly Chief Mechanical Engineer NZR.

In a highly competitive transport world, any organisation involved in the mass movement of goods and commodities must concern itself basically with increasing efficiency within the organisation and with economical improvements to its tools of trade.

However, unfortunately for posterity, these developments and improvements have so often been made in the past, with little thought for the record book, and the New Zealand Railways Department is one organisation which has been the victim of such circumstances in the earlier years.

I think it can be claimed, with some sense of pride, by railway men and women and also by railway enthusiasts throughout the country, that the steam locomotive reigned supreme as the workhorse of the world for over a century, and perhaps our forebears could be forgiven any shortcomings in their failure to keep fully documented records of their rolling stock, if their thoughts were such during the early years of railways that they were unable to visualise any development that would supplant the steam locomotive in its major transport roll as prime mover.

This, and the fact that each locomotive in service would be known in detail to the small number of staff involved in its operation, control and maintenance, would be the main reasons for the lack of early organisation and method in recording the numbers and types of this class of stock in service.

In addition, some records which have been kept over such a lengthy period (and many would have been written longhand) do become bulky and after many years of storage without use, would be destroyed as a means of providing space for the more important documents in current use.

The herculean task of anyone attempting to trace, analyse and correctly document in chronological order, the records of every steam locomotive that has been used by the New Zealand Railways Department can well be imagined and the extreme patience and painstaking research that has been displayed and undertaken by W. G. Lloyd in producing such an historical document will provide a lasting record of the proud steam era of the New Zealand Railways.

There are few who have lived in this era who have not thrilled to the high pitched whine of the turbo-electric generator while an express train was standing at a country station awaiting a crossing during the night hours, or who have not found something to enthuse at over the commanding blast of a chime whistle as a train was speeding towards a level crossing and it is only fitting that a fully documented and well illustrated record of these workhorses should be available.

I congratulate Mr Lloyd on the production of this register. I am sure it will prove a worthy addition to any collection of material associated with New Zealand Railway working.

INTRODUCTION

The identification of the railway locomotive is a diverse study of interest to many people for a variety of reasons. To the builder the maker's number provides a ready means of referring to a locomotive for the subsequent supply of spare parts; to the railway officer the road number is necessary for accounting reasons; to the amateur railwayist engine numbers serve as many objects as there are answers to that almost unanswerable question: "Why an interest in railways?"

When I became acquainted with New Zealand's railways some nineteen years ago the major source of information available to the amateur on the country's railways was the journal of the *New Zealand Railway and Locomotive Society*, the *New Zealand Railway Observer*. However, inquiry revealed that a complete list of locomotive numbers was not readily available. Discussion with society officers suggested that a list of numbers might be a useful supplement to the *Observer*. As a result, in 1958 two of the tables, the 1882 and 1890 lists, were presented to members.

In the course of the research there were revealed faint glimpses of earlier schemes for the identification of engines. I resolved to emulate Mr S. H. Jenkinson who in 1918 had essayed to compile a record of the old numbers. Why the Chief Draughtman's interest at that point in time is not recorded but the Chief Clerk's reason 37 years earlier certainly is. The research for the details took about ten years, an almost similar length of time as was the currency of the several schemes of numbers. Eventually it proved possible to sketch out the broad outlines of the story of locomotive numbering, whilst elimination of the impossibilities and much permutation of the remainder brought out the intimate detail.

The essay has given me great pleasure and has been the means of introduction to many friends. It has lead down many fascinating byways and up numerous deadends. It is trusted that it will give equal pleasure and be a valuable source of reference in the history of the New Zealand steam locomotive.

It is regretted that the work contains some conjecture and that every item of the older systems of numbers is not fully proven. Some details remain hidden, particularly the enumeration of the Canterbury Provincial Railway's narrow-gauge engines and names of locomotives at Invercargill, Dunedin, Westport, Wellington and Napier, with possibly names for some of the New Zealand Midland Railway's motive power.

W. G. Lloyd

Port Chalmers,
New Zealand.
June 1974.

Ab 706 (Price 101 of 1923) in full cry with a Cromwell-Dunedin passenger train approaching Oturehua, Easter 1964. *(G. W. Emerson)*

FRONTISPIECE
Steam in action Ja 1271 near St Leonards. June 1970.

(D. L. A. Turner)

CHAPTER ONE

MR WERRY'S PROBLEM

Mr Maxwell,

I cannot find any trace of the system of which the North Island Stock has been numbered in the past, and before dealing with this I think it would perhaps be as well to ask managers to send in returns of stock as numbered, when some clue might be obtained as to how the numbers run.

This brief memorandum to the General Manager of the newly formed Railways Department was made by Mr W. N. Werry (probably Chief Clerk) on 18 March 1881 to a request from the District Manager of the Auckland section for locomotive and rolling-stock numbers. The suggestion found favour, and a circular letter was despatched to the managers of the several sections asking for the details. These duly came to hand setting out the numbering as at 31 March 1881.

Eighty-five years later the replies were rediscovered. Whether Mr Werry made a tabulated statement cannot be established from the file. Had he done so, the system would have become evident, and thus his problem solved.

Apart from a list of the Hurunui-Bluff section engines published in the 1880 Appendix to the Journals of the House of Representatives, these are the earliest authentic lists known. Since so much of the reasoning to be found in these pages is based on the replies, it is worth quoting the consolidated list in full.

LOCOMOTIVE NUMBERS AS AT 31 MARCH 1881
SOUTH ISLAND RAILWAYS

HURUNUI-BLUFF SECTION

Class	Numbers	Class	Numbers	Class	Numbers	Class	Numbers
O	1,2	E	23-26	G	55-58	L	91
M	3,4	B	27	P	59	K	92-97
C	5	R	28-30,32,33	A	60-71	F	98-100
A	6	F	34,35,38	O	72-74	T	101-106
O	7-10	O	39-45	F	75-79	J	107-110
F	11-14	D	46-50	O	80	O	111
D	16,18	S	52	J	81-86	R	112
O	19-21	C	53	K	87,88	J	115-124
R	22	P[1]	54	M	89,90	R & AFR[2]	1,2

No. 15 sent to Nelson, No. 17 sent to Picton, No. 31 sent to Greymouth, No. 51 sent to New Plymouth, Nos. 36 and 37 with PWD, No. 113 Hakataramea Company's engine, No. 114 "missing number".

PICTON SECTION
D17, C11, C125

WESTPORT SECTION
C126, C127

NELSON SECTION
D15, D128, D129

GREYMOUTH SECTION
R31, C131, C132

1. The manager of this section recorded No. 54 as a "D" class engine. The 1880 Appendix lists it as a "P" class locomotive and P54 was sold in 1886. The classification has been amended accordingly.
2. Rakaia and Ashburton Forks Railway Company (see page 24).

NORTH ISLAND RAILWAYS

Class	Total in Class	Locomotive Numbers[3]
	AUCKLAND SECTION	
F	9	1,2,4,5,6,7,8,9,-
B	1	10
L	4	11,12,13,14
R	2	Not numbered
	WHANGAREI SECTION	
F	2	3 (from Auckland),-
	KAIPARA SECTION	
C	1	15
D	1	16
	NAPIER SECTION	
C	3	1,2,4
D	2	Not numbered
F	4	18,19,46,47

Class	Total in Class	Locomotive Numbers[3]
	PATEA-MANAWATU SECTION	
E	3	23,24,-
F	6	25,26,27,28,29,-
L	1	30
R	5	Not numbered
- Two small locomotives built in Wellington, not numbered.		
	WELLINGTON SECTION	
C	2	32,-
D	3	33,34,-
H	4	35,36,37,38
L	4	39,40,41,42
R	3	Not numbered
	NEW PLYMOUTH SECTION	
A	2	43,44
C	2	45,46
D	3	51,-,-

Two valuable pieces of information can be taken from this tabulation. Firstly there was a separate list of engine numbers for each island. The more interesting point is that the lists reveal that there were earlier sequences of numbers. The oldest engines do not have the lowest numbers, whilst there is some duplication. How, when and where did the earlier numbers arise? These were the basic questions. It is hoped that the succeeding pages will throw more than a glimmer of light on the problems.

In the interests of chronology, the methods adopted by the Railways Department to identify its rolling-stock will be discussed at a later point. Our attention is now turned to the earliest locomotives used in the country.

3. A dash (-) indicates an engine without a number.

CHAPTER TWO

IN THE BEGINNING

The steam locomotive made its debut in New Zealand six decades after Richard Trevithick demonstrated the first locomotive at Penydarren in 1804, or thirty-four years after George and Robert Stephenson showed it to be a practical proposition, and but twenty-three years after the founding of the colony. The Invercargill wharf was the venue for the demonstration of *Lady Barkly* on 8 August 1863, whilst *Pilgrim* arrived at Ferrymead, Canterbury, on 6 May in the same year, and was in use working ballast trains in mid-November. Newspaper reports provide the sole evidence for these names and there is considerable doubt if either were actually carried on these engines.

Since Invercargill can claim priority for the first steaming of an engine in the country, and because most of the successive number lists commenced in Southland, our survey of the broad-gauge locomotives commences in the south.

THE ORETI RAILWAY

The Oreti Railway was opened between Invercargill and Makarewa on 18 October 1864. It was beset by misfortune, both financial and physical: the physical, wooden rails, being a consequence of the financial. It was moribund by early 1867. There were four locomotives, apparently never more than one in steam at any time. Indeed, one seems not to have been placed in service on the line. Two are known to have been numbered and three are reported as having names.

Road Number	Type	Builder	Year Built	Name	Remarks
	2-2-0T	Hunt and Opie	1861	*Lady Barkly*	[1]
2	2-2-0	Robinson, Thomas and Co.	1864	*Makarewa*	[2]Crampton type
3	2-2-0	Robinson, Thomas and Co.	1864	*Oreti*	[2]Crampton type
	2-4-0		1865		[3]

THE BLUFF HARBOUR AND INVERCARGILL RAILWAY

Southland's other railway venture was contemporary with the ill-fated wooden line. Construction commenced in 1863 and the line opened for traffic on 5 February 1867. The derelict Oreti Railway was rebuilt and this line was extended to Winton by 20 February 1871. The gauge of the line was altered from 4ft 8½in to 3ft 6in over the weekend of 18-20 December 1875. Thereafter the three engines were stored until sold to the New South Wales Government Railways. They left Invercargill in the ship *Cezarewitch*, and were lost with the wreck of this vessel at Big Bay, on the remote west coast of the South Island.

1. *Lady Barkly* was demonstrated on the Invercargill wharf on 8 August 1863. It was used by the contractor until 7 April 1865, then worked trains after this date. Later sold and working for Massey and Company, sawmillers, Woodend, about 1886 as a 3ft 6in gauge 0-4-0 locomotive. The engine was originally built to 5ft 3in gauge, and the railway to 4ft 8½ in, inevitably the wooden rails were damaged.
2. The Cramptons. One worked trains on the opening day of the railway. Both were sold to the sawmilling industry about 1869. One was hauled by bullock team from Invercargill to Makarewa on 10 April 1869. The other was moved in similar manner from Hare and Pratt's mill at Invercargill to the railway station en route to Sykes and Tulloch's mill, Makarewa, in December 1873. One was in use on a bush tramway about 1880 and its boiler was in stationary use between 1903 and 1917.
3. R. M. Marchant, the Southland Provincial Engineer, converted this from a portable engine. It was put into service as a locomotive on 21 September 1865. It broke a crankshaft on 23 October 1865 and did not run again on the railway.

THE BLUFF HARBOUR AND INVERCARGILL RAILWAY

Road Number	Type	Builder	Maker's Number	Remarks
1	0-4-0T	Hudswell Clarke	23/64	Altered to 0-4-2T
2	0-4-0T	Hudswell Clarke	24/64	Altered to 0-4-2T
3	2-4-0T	Avonside	732/66	

CANTERBURY PROVINCIAL RAILWAYS

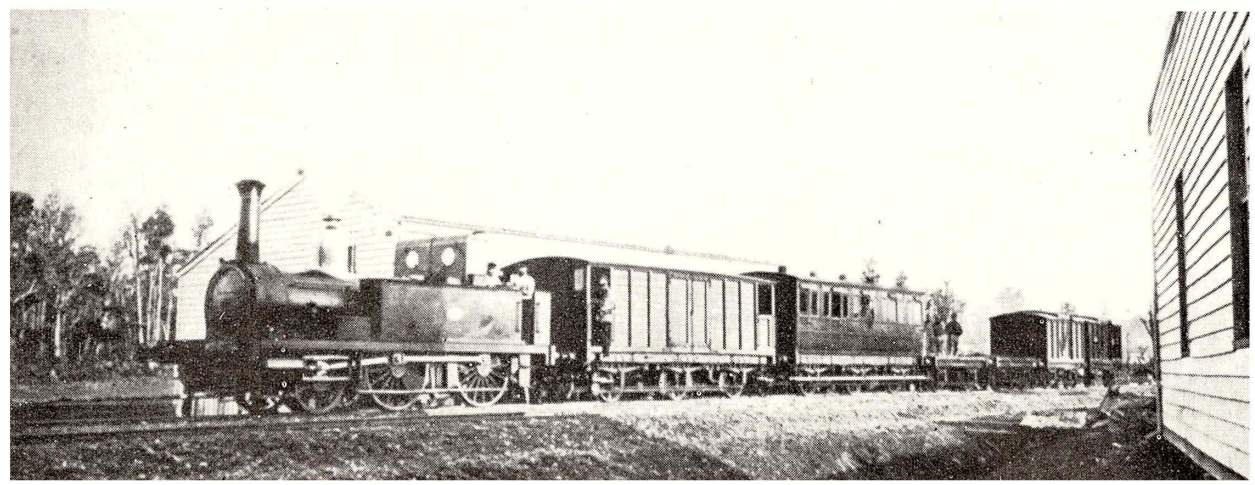
Ten locomotives were delivered to the broad-gauge lines of the Canterbury province. A photograph taken in 1864 shows the engine known as *Pilgrim* plainly identified "No. 1" and without any trace of a name. However, as the Lyttelton Times of 7 May 1863 suggests that the engine was named, it is possible that she was identified by name at first and that following the arrival of No. 2 the name was obliterated.

The last portion of broad-gauge railway was converted to the New Zealand standard gauge on 21 December 1877. Following the change of gauge nine locomotives, the frame of No. 1 and most of the rolling-stock was sold to the South Australian Railways, leaving Lyttelton on 22 July 1878 on the ship *Hyderabad*, which was wrecked on Waitarere Beach, near Foxton. The locomotives, following salvage, were put into service on the South Australian Railways between 1879 and 1882 and ran for many years.

Road Number	Type	Builder	Maker's Number	Date of Arrival	SAR Number	SAR Class	Date Condemned
1	2-4-0T	Slaughter, Gruning	488/62	4.1863[4]	56	Ez	12.12.04
2	2-4-0T	Slaughter, Gruning	532/63	4.1864	51	E	8.4.29
3	2-4-0T	Slaughter, Gruning	699/66	3.1867	50	E	17.10.00
4	2-4-0T	Avonside	742/67	5.1868	42/49[5]	E	1929
5	0-4-2WT	Avonside	740/67	5.1868	44	M	29.4.16[6]
6	0-4-2WT	Avonside	741/67	5.1868	46	M	2.2.17[6]
7	0-4-2T	Avonside	855/71	8.1872	45	M	3.2.17[6]
8	0-4-2T	Avonside	964/73	3.1874	43	M	23.12.13[6]
9	0-4-0T	Neilson	1798/73	1.1874	38/48[5]	I	10.05[7]
10	0-4-2T	Avonside	1021/74	6.1874	47	M	16.5.17[6]

4. No. 1 was bought unused from the Melbourne and Essendon Railway, Australia. Its boiler was relegated to stationary use at the Addington Workshops in 1876.
5. SAR 38 and 42 were renumbered 48 and 49 respectively in 1880.
6. Broken up in 1922.
7. Sold to the South Australian Harbour Construction Works Department in 1906 and dismantled in 1909.

Southland broad-gauge. Bluff Harbour and Invercargill Railway No. 3. (Avonside 743 of 1866.) *(S. A. Rockliff collection)*



THE AUCKLAND AND DRURY RAILWAY

Fortune smiled faintly on the pioneer railway in the North Island, the 4ft 8½in gauge line south from Auckland. The first locomotive was steamed for demonstration purposes on 5 February 1866. For a time it hauled work trains for construction purposes. By the end of 1866 work had ceased due to a lack of finance, and No. 1 spent the next five years locked away in its shed. No. 2 arrived too late to be of use on construction trains and joined No. 1 in the shed. Work recommenced in 1872 and No. 2 was employed hauling ballast trains. A year later a third rail was laid in the tracks and a new narrow-gauge engine replaced No. 2.

The locomotives were sold to the Bay of Islands Coal Company, Kawakawa, No. 1 in 1871 and No. 2 in June 1874. This line was also converted to the New Zealand standard gauge in 1877, becoming part of the Kawakawa section of NZR. No. 1 was converted to a winding engine at the pithead, and was reported there as late as 1898. No. 2 similarly adapted, was used by the Hauraki Goldmining Company, Coromandel, from whence it disappeared. By coincidence a Manning Wardle locomotive adapted as a winding engine and bearing the name *Driver* was photographed at Wallarah Colliery, New South Wales, in 1894. It was still there as late as 1971.

It is interesting to note the derivation of the name *Driver*. This was in fact the first steam ship to visit New Zealand. HM steam sloop *Driver* arrived in 1846 and was stationed at Auckland.

Number	Type	Builder	Maker's Number	Name
1	0-6-0ST	Manning Wardle	162/65	*Driver*
2	0-6-0ST	Manning Wardle	201/66	*Auckland*

CHAPTER THREE

THE PIONEER NARROW-GAUGE LOCOMOTIVES

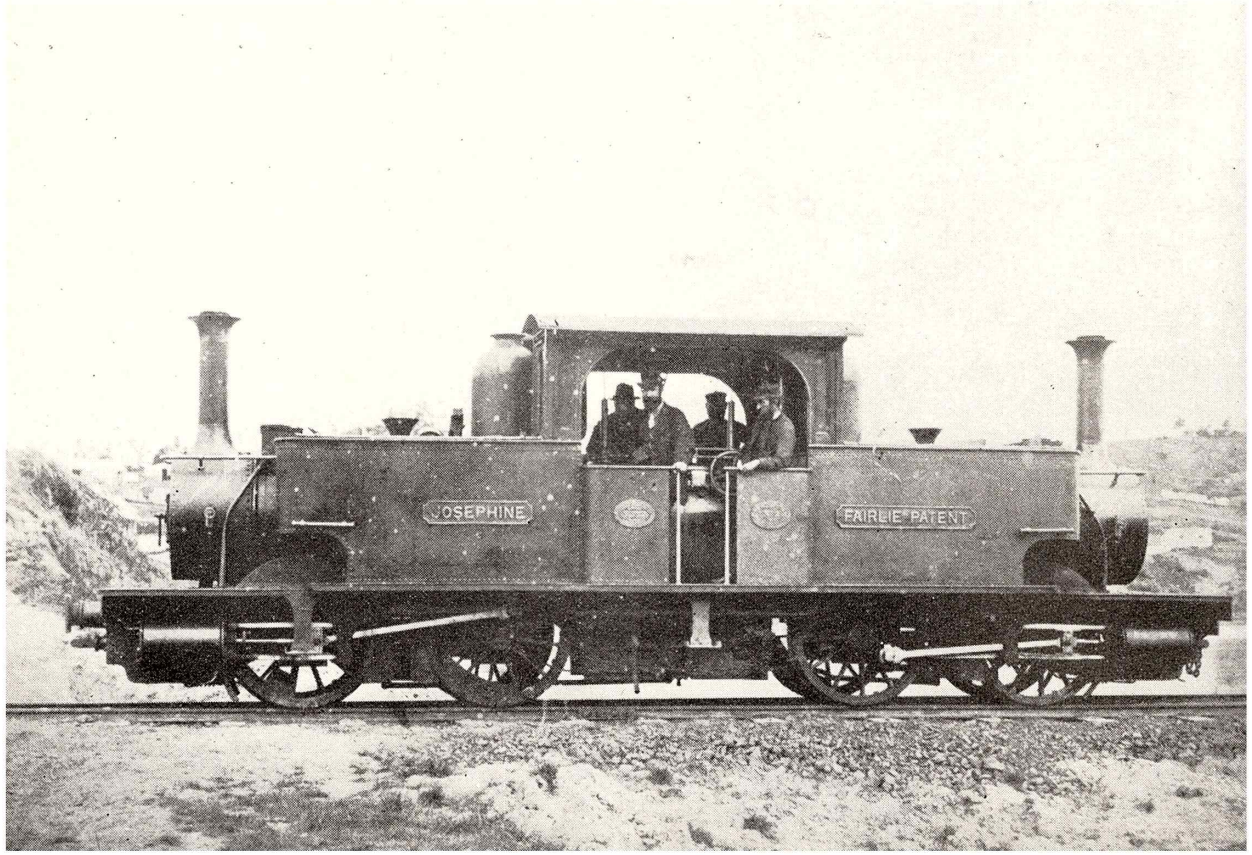
Parliament debated the question of railway gauge during the 1870 session. At this time the three sections of railway already built were using two gauges. The Railways Act 1870, vaguely specifying "narrow-gauge", permitted a maximum track width of 3ft 6in. This gauge, in the light of the country's rugged terrain, was wisely adopted.

THE DUNEDIN AND PORT CHALMERS RAILWAY COMPANY LTD

This line, the first built to the new standard gauge, was constructed by a private company and opened for traffic on 31 December 1872. It was purchased by the Colonial Government in April 1873 and immediately vested in the Otago Provincial Council. The two eight-wheeled double Fairlie locomotives were landed from the *Wave Queen* at Port Chalmers on 28 August 1872. In due course they were numbered in the Otago Railways list.

DPCR Number	Name	Type	Builder	Maker's Number	Steam Trial	Otago Railways No.
1	*Rose*	0-4-4-0T	Vulcan	636/72	14.9.72	6
2	*Josephine*	0-4-4-0T	Vulcan	637/72	10.9.72	7

Dunedin and Port Chalmers Railway Company, No. 2, *Josephine* at Wickliffe Terrace, Port Chalmers, probably on a trial run in September 1872. This locomotive's career is further illustrated on pages 111 and 123 *(Burton Brothers)*.



GOVERNMENT RAILWAYS

In the next few years, railway construction was undertaken in many parts of the country; in Canterbury and Otago this being the responsibility of the Provincial Governments, and elsewhere the preserve of the Colonial Government. A good deal of the work was done by the English firm, Brogden and Sons, which had the use of government locomotives; local contractors, providing their own motive power, built other lines. It required only a year after the first government engines arrived for an official mind to realise that there should be order in the identification of locomotives. Accordingly the following instruction was issued.

Public Works Office,
Wellington.
6th January 1874.

Circular to Engineers,

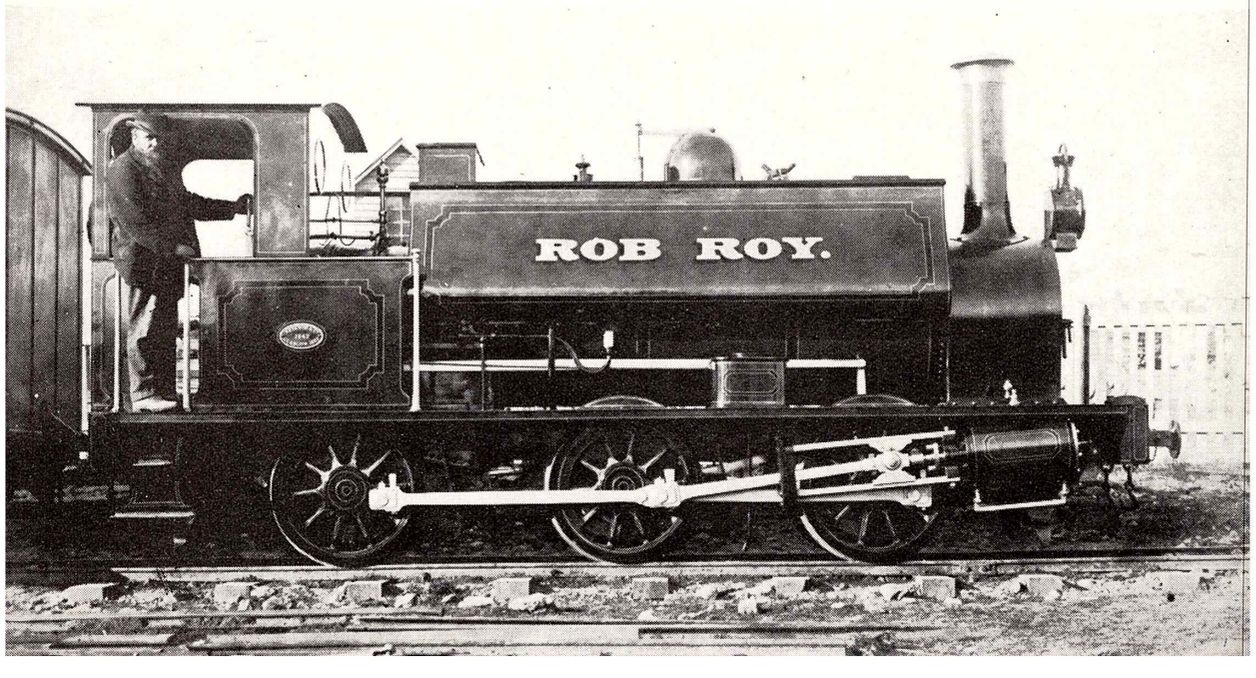
New Zealand Railways
Instruction for the naming and numbering of engines

8 inch cylinder engines to be named after animals, "Fox", "Ferret", etc.
9 1/2 inch cylinder engines, four wheels, to be named after towns in New Zealand, "Wellington", "Auckland", etc.
9 1/2 inch cylinder, six wheels, to be named after English counties, "Kent", "Essex", "Sussex" etc.
10 1/2 inch cylinder engines to be named after names in Sir W. Scott's works, "Ivanhoe", etc.
14 inch cylinder engines to be named after classical names, "Ajax", "Diana", etc.

Besides the name, each class of engine must be numbered on both buffer beams: "No." being placed on one side of the buffer and the "Figure" on the other.
No engine must be named without such name and number being submitted to the Engineer-in-chief for approval.

(Signed) John Carruthers
Engineer-in-chief.

"Two new engines of improved tank and pattern, 6 coupled . . . have been put together in the newly built engine shed on the reserve facing the Dunedin station . . . Messrs Burton Brothers took a photograph of one of them yesterday, the *Rob Roy*, and with its fresh coat of green paint and name in gold letters, with its gleaming 'No. 10', it presents a very handsome appearance . . . " so said the "Otago Witness" on July 11, 1874. (*Burton Brothers*)



Although the submissions made by the several engineers have been lost in the passage of almost a century, probably three-quarters of the names have survived. Before any attempt could be made to reconstruct the lists of numbers and names it was first necessary to establish the type, quantity and arrival dates of locomotives on the various sections of line. From a number of sources, notably the Public Works and Railways Statements presented to the House of Representatives and to the Provincial Councils, along with contemporary newspaper reports, sufficient detail has been found. The tables in this Register show the data for individual locomotives and a consolidated stock list is given in Chapter 9.

OTAGO RAILWAYS

Otago Railways comprised lines at Invercargill, Dunedin and Oamaru. Those at Invercargill were the broad-gauge tracks between Bluff and Winton, and in fact comprised the whole Otago system until April 1873.

The key to the solution of the Otago Railways engine list was found in the following document.

LOCOMOTIVE ENGINES
ON THE DUNEDIN DISTRICT RAILWAY LINES
19 APRIL 1876

No of Engine	Name of Engine	Kind of Engine	No of Wheels	No of Cyldr	Diameter of Cyldr	Weight in Tons loaded for work	Name of Importing Ship
6	*Rose*	Fairlie	8	4	10in	28	Bought with the
7	*Josephine*	Fairlie	8	4	10in	28	Port Chalmers line
18		Fairlie	8	4	9in	25	Imported by the Superintendent
23		Fairlie	8	4	10in	35	*Zealandia*
24		Fairlie	8	4	10in	35	*Zealandia*
25		Fairlie	8	4	10in	35	*Mataura*
8	*Edie Ochiltree*		6	2	10½in	17	*Palmerston*
10	*Rob Roy*		6	2	10½in	17	*Asia*
11	*Waverley*		6	2	10½in	17	*Asia*
17	*Peveril*		6	2	10½in	17	*Nelson*
12			6	2	10½in	17	*Atrato*
9			4	2	9½in	14	*Rokeby Hall*

Pencilled additions to the list were, against No. 12 the name *Dandie Dinmont*, at the foot of the name column *Nigel, Pinute* (sic) and *Roderick Dhu*.

The document was discovered affixed to the door of an old desk presumably once belonging to the Provincial Railways Department. It is authenticated by reports of locomotives found in the *Otago Daily Times* and *Southern Mercury*.

In 1877, a new series of numbers was allocated to locomotives, see Chapter Four. This took place before any of the Otago sections of line were linked together. In this renumbering it appears that a block of numbers was allocated to each section. Working to the rule that any engine found in a block was an original engine on that section it was possible to draw conclusions for the numbering of the Otago Railways locomotives.

Numbers

1- 3 These are quoted in the 1873 Otago Provincial Council Reports. Since there were no narrow-gauge lines open at this time, these must be the broad-gauge engines. There is no reason to suspect that the Bluff Harbour and Invercargill Railway numbers were altered.

4, 8 The 1874 Otago Council Reports quote an additional number—4, together with a statement that the "Woodlands" section was opened for traffic. The "Woodlands" sec-

tion was the first stage of narrow-gauge line north from Invercargill. There being only three broad-gauge engines, the new number must belong to a narrow-gauge engine. What was it? Three locomotives arrived at Dunedin from Glasgow in the ship *Palmerston* on 6 December 1872. There is no doubt that these were the Neilson built engines, maker's numbers 1691, 1692 and 1706. Two were sent away from Dunedin almost immediately, 1706 to Auckland and the other to Invercargill. Neilson 1691 was at Invercargill in 1877 and was presumably No. 4, leaving 1692 as the contender for No. 8 at Dunedin.

5, 9 By similar reasoning these are Neilson 1768 and 1769 respectively.

6, 7 As recorded in the Dunedin engines list these were the two locomotives of the Dunedin and Port Chalmers Railway.

10-12 Three six-coupled locomotives, built in 1873 by Neilson (two) and Black Hawthorn, were delivered to the Dunedin section. No. 10 is known from newspaper and photographic evidence to be Neilson 1842. As the Dunedin engines list shows two locomotives arriving on the ship *Asia*, it is assumed that these both came from the same maker. Thus No. 11 can be placed as Neilson 1841, leaving the remaining engine No. 12 as being built by Black Hawthorn.

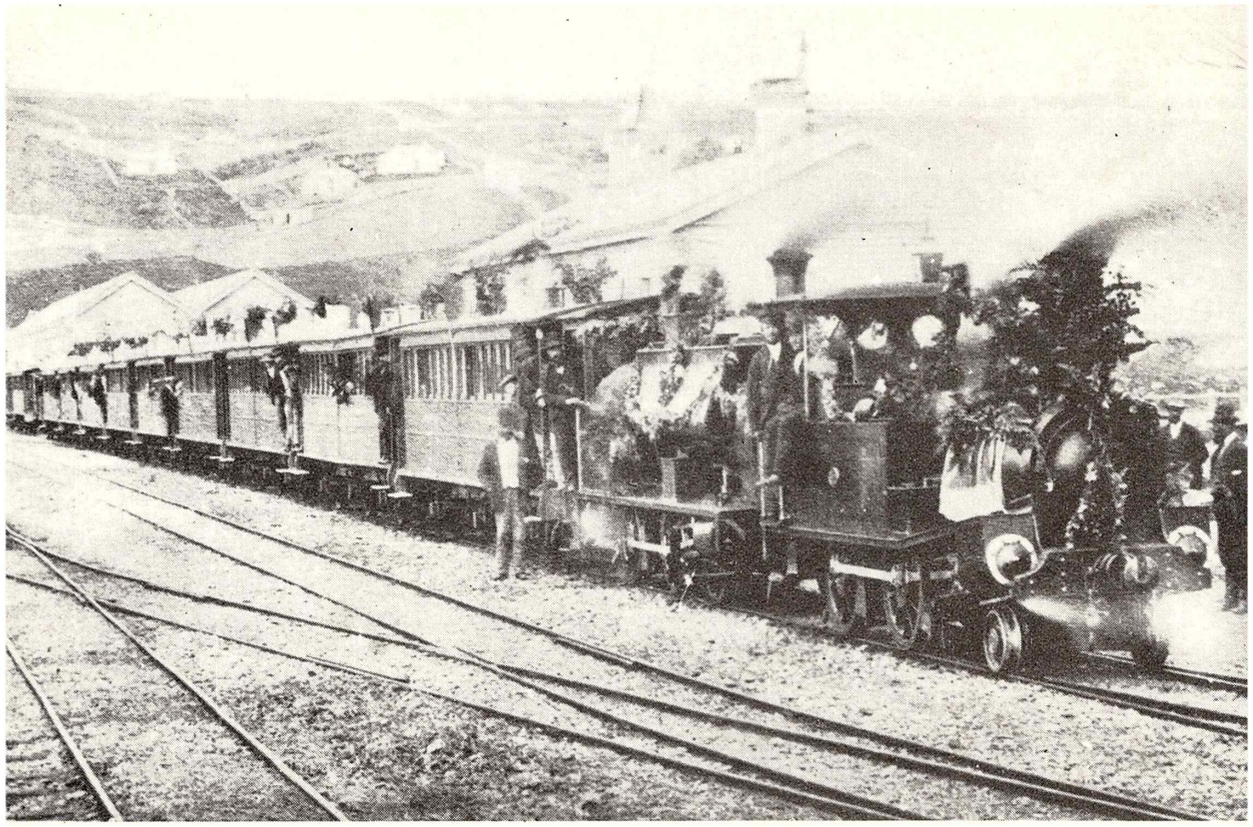
Some fifty years ago an old correspondence register, a relic of the immediate post-provincial days, saw the light of day, was copied and returned to oblivion. It seems that a good deal of the correspondence came from the Oamaru district which was linked to the Canterbury section in February 1877. The following extract from the Inward Correspondence Register of the Canterbury Engineering Department of the PWD provides some clues on the numbering of the engines of the Oamaru section.

Date	Subject
4. 5.77	Engine No. 23 unsuitable Waiareka Branch.
5. 5.77	No. 31 engine, broken spring.
8. 5.77	Re Nos. 27 and 31.
14. 5.77	Stores, Nos. 19, 20 and 13.
20. 5.77	Re classification of engines.
23. 5.77	Nos. 26 and 27 at Oamaru.
25. 6.77	Re bogie engine No. 3.
16. 5.77	Re firebars 21 and 24.
22. 7.77	Re engines No. 57 and 31.
17. 8.77	Repairs G2 engine.
25. 9.77	Re C53, No. 28 and No. 51, Oamaru.
13.10.77	Re 57 unfit for Breakwater line.
30.10.77	Visit to Oamaru with A10 engine.
7.11.77	No. 31 "O" engine requires ports facing, A10.
1.12.77	From Engineer Invercargill, re two locos ex *Hopeful*.
3.12.77	Re new numbers on engines and list of engines.
8.12.77	Re engine P54 setting fire to gorse.
11.12.77	Re F19 exhaust pipes.
11.12.77	Re mileage worked by Nos. 1 and 2, Invercargill engines.
10. 1.78	Flanges on *Mazeppa* and *Corsair*.
13. 5.78	M89 (ex Invercargill No. 2) repairs.

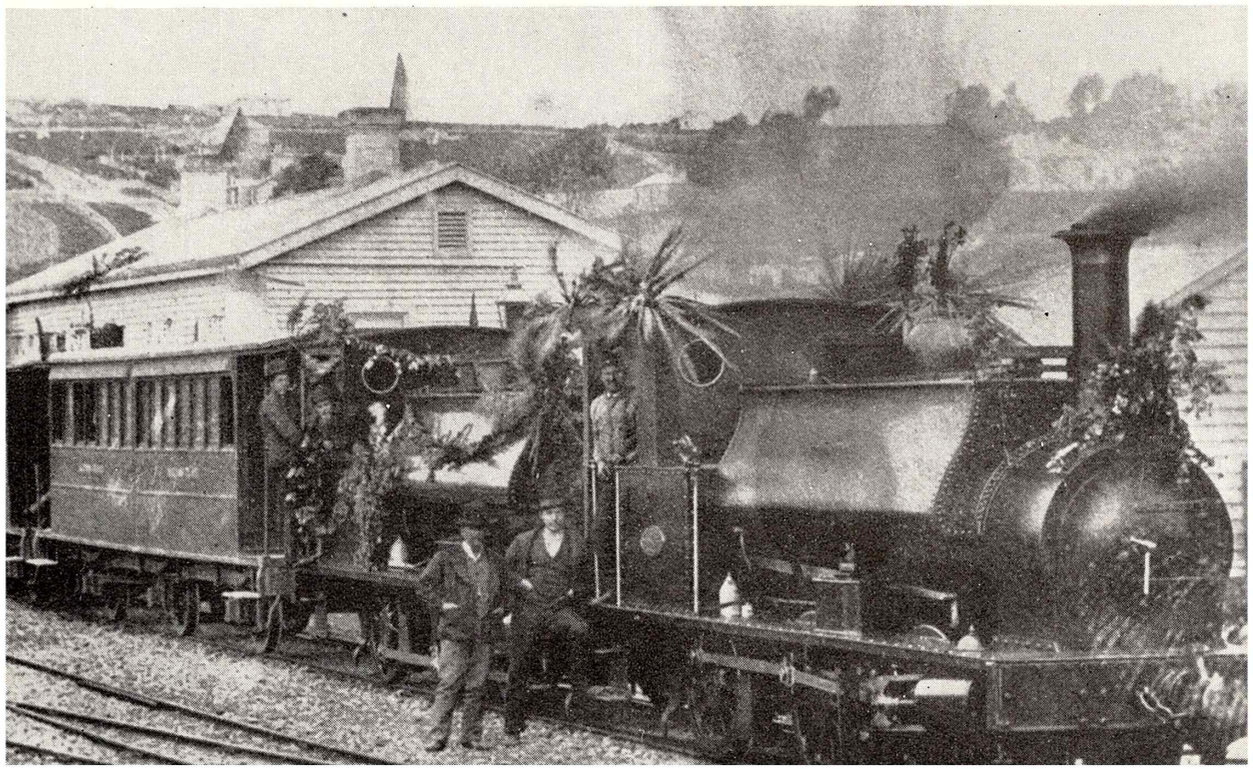
The register contains references to three series of numbers, Otago Railways, Canterbury Railways and to the new list issued on 3 December 1877 but obviously commenced during July 1877. Any number above 51 refers to the latter. The problem was to unravel the Otago and Canterbury numbers.

Number

13 The Oamaru newspapers give comprehensive reports of the opening of the railway between Oamaru and Moeraki on 4 November 1876. These provide useful references to names, numbers and types of locomotives.



Opening day of the Oamaru-Moeraki section. The first train (above) was hauled by "No. 13 bogie engine known as Possum and Bothwell . . . ", the second train (below) was drawn by *Roswall* and *Talisman*. *(A. C. Bellamy collection)*



The first train into Oamaru left Moeraki at 7.30 a.m. drawn by *Talisman* (one of Brogdens engines) . . . The train from the junction (Waiareka) drawn by No. 13 bogie engine known as *Possum* arrived soon after . . . Shortly after 9 a.m. the engines *Possum* and *Bothwell* drew nine carriages and a van up to the station platform . . . This train departed at 9.30 a.m. . . . The second train of ten carriages and a van drawn by *Roswall* and *Talisman* left Oamaru at 11.05 a.m. . . .

Photographs of both trains leaving Oamaru show that one was drawn by a Neilson 2-4-0T and an Avonside six-coupled engine. the other was hauled by two Yorkshire 0-6-0T. No. 13, the bogie engine *Possum* is thus Neilson 2-4-0T No. 1848. It was the only engine of its type in Canterbury or Otago. It had previously worked for contractors building the line north from Winton in Southland.

14- 17 and 19- 21 Otago Railways received seven six-coupled tank engines from the Yorkshire Engine Company and allocated these, one to Dunedin with three each going to Invercargill and Oamaru. The Dunedin engine was photographed bearing the name *Peveril* at Stirling and on the Balclutha Bridge. There was only one Yorkshire engine (248) found in the Dunedin block of the 1877 renumbering. All the Oamaru engines were renumbered into the Canterbury portion of the 1877 list with the three Yorkshires (246/7/9) becoming F72 - F74. The Canterbury correspondence register lists three adjacent numbers 19 - 21. The Oamaru newspaper reports three names, *Roswall, Talisman* and *Bothwell*, of which *Bothwell* can be eliminated, see No. 31. The maker's number (247) can be read on a photograph of No. 20 *Saladin*. Having thus eliminated four of the seven numbers, three, Nos. 14 - 16, remain for the Yorkshires (241 - 3) at Invercargill. A photograph shows No. 14 as the leading engine of the three which hauled the excursion train from Invercargill on the occasion of the opening of the Mataura-Gore line.

18 In the Dunedin list this is shown as a double Fairlie dissimilar to the remainder. It is thus Avonside 1044/5. Avonside issued two maker's numbers to each of its double Fairlie engines.

23- 25 The Dunedin list shows these as double Fairlies. There is no reason to suppose that these were renumbered in 1877, since they carried the same numbers until they were sent to Wanganui in 1886.

1- 3 and 22 The old broad-gauge engines were stored after December 1875, being replaced by four six-coupled engines from the Hunslet Engine Company. They arrived just prior to the Avonside double Fairlies and it seems they took over the numbers of the broad-gauge engines and the next number available - 22.

29- 32 In 1918 senior railway officers attempted an essay similar to the present work. Some of their correspondence has survived. In the main this comprises a list of photographs but some useful comments on numbers and names are included. Among the references to Otago engines are "No. 29 *Nigel* later F40 (Avonside 1090), No. 30 *Pirate* and No. 32 *Roderick Dhu* . . . *Rothwell* was transferred from Oamaru to Dunedin in 1878. This engine was afterwards F80 . . ." The Canterbury correspondence register quoting No. 31 and the Oamaru newspapers' mention of *Bothwell* sufficiently identify the latter as F80, (allowing for the slight error in the name). The names *Pirate* and *Roderick Dhu* were pencilled on the Dunedin engines list. An examination of the 1877 renumbering reveals that two more of the first batch of Avonsides (1091 and 1093) were at Dunedin.

26- 28 At this stage there is a complete sequence of numbers to 32, except for 26-28. Each of the latter can be found in the Canterbury correspondence register inferring that they were Oamaru engines. The Otago Provincial Council acquired three small engines in 1876 and set these to work at Oamaru. It is assumed that these were allocated numbers in the order of acquisition. The first engine at Oamaru was delivered on 22 January 1873 to Walkem and Peyman, contractors. It is thought to have been sold to Allan and Stumbles, the contractors building the line north from Oamaru. It was bought by the Provincial Council in January 1876. No. 26 sometimes known as *Carrickfergus* is presumed to be Andrew Barclay No. 120 of 1872.

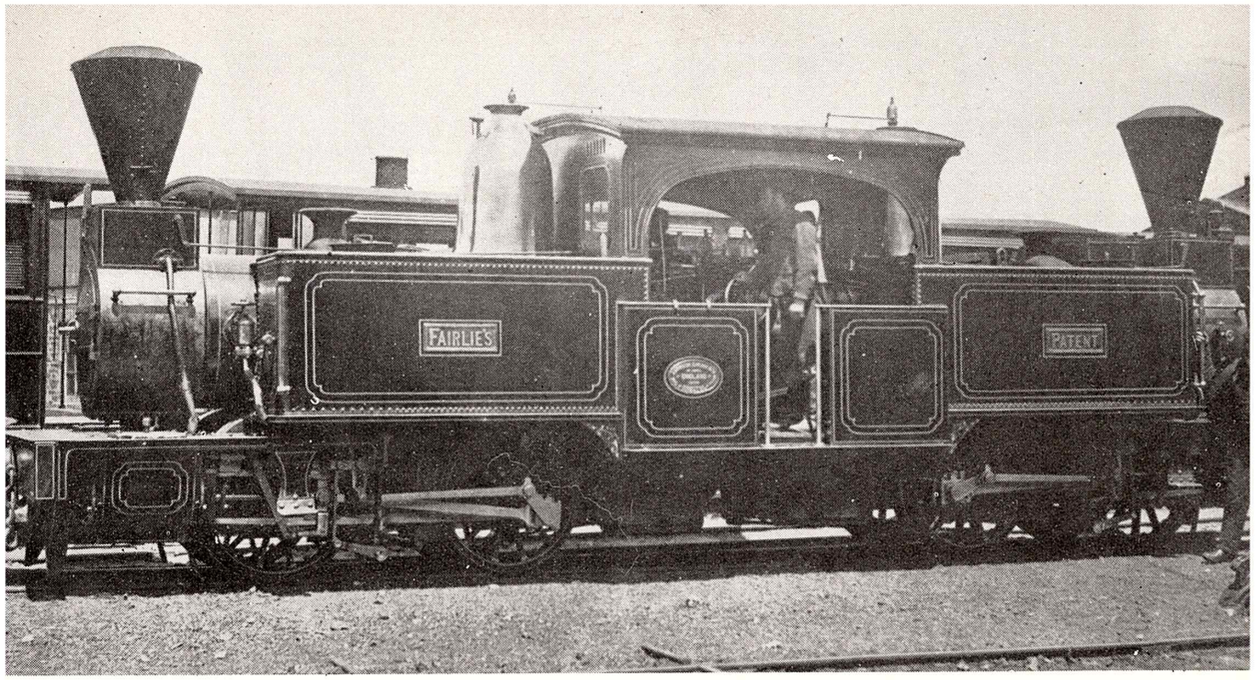
Robina was built by Hughes in 1875, maker's number unknown and was bought from the Oamaru Harbour Board in May 1876. It is allocated number 27. The Hunslet Engine Company supplied parts for three engines to James Davidson of Dunedin. Davidson's No. 1 was delivered to the Otago Railways in June 1876, as No. 28 *Weka*.

By the time of the abolition of the provinces in November 1876 ten more locomotives had been placed in service on Otago Railways. John Chalmers, an early Dunedin engine-driver, noted in his diary on 27 April 1877, that "engine No. 41 left for repairs". It is probable that this is an Otago Railways number. Accordingly the list is extended to take note of these additional machines.

OTAGO RAILWAYS LOCOMOTIVE LIST

Road Number	Type	Name	Builder	Maker's Number	1877 Number
1	0-4-2T	—	Hudswell Clarke	23/64	—
2	0-4-2T	—	Hudswell Clarke	24/64	—
3	2-4-0T	*Pioneer*	Avonside	743/66	—
4	0-6-0ST	—	Neilson	1691/72	F11
5	0-4-0ST	*Rat*	Neilson	1768/73	C5
6	0-4-4-0T	*Rose*	Vulcan	636/72	E27
7	0-4-4-0T	*Josephine*	Vulcan	637/72	E26
8	0-6-0ST	*Edie Ochiltree*	Neilson	1692/72	F36
9	0-4-0ST	—	Neilson	1769/73	C22
10	0-6-0ST	*Rob Roy*	Neilson	1842/73	F37
11	0-6-0ST	*Waverley*	Neilson	1841/73	F38
12	0-6-0ST	*Dandie Dinmont*	Black Hawthorn	277/73	F34
13	2-4-0T	*Possum*	Neilson	1848/74	D51
14[1]	0-6-0ST	—	Yorkshire	241/74	F12
15[1]	0-6-0ST	—	Yorkshire	242/74	F13
16[1]	0-6-0ST	—	Yorkshire	243/74	F14
17	0-6-0ST	*Peveril*	Yorkshire	248/74	F35
18	0-4-4-0T	*Lady Mordaunt*	Avonside	1044-5/74	B21
19[2]	0-6-0ST	*Talisman*	Yorkshire	246/74	F72
20	0-6-0ST	*Saladin*	Yorkshire	247/74	F73

Otago Railways No. 20. *Saladin* at Oamaru about 1875. (Yorkshire 247 of 1874.) The style of lettering and cartouche are unusual. (*S. A. Rockliff collection*)



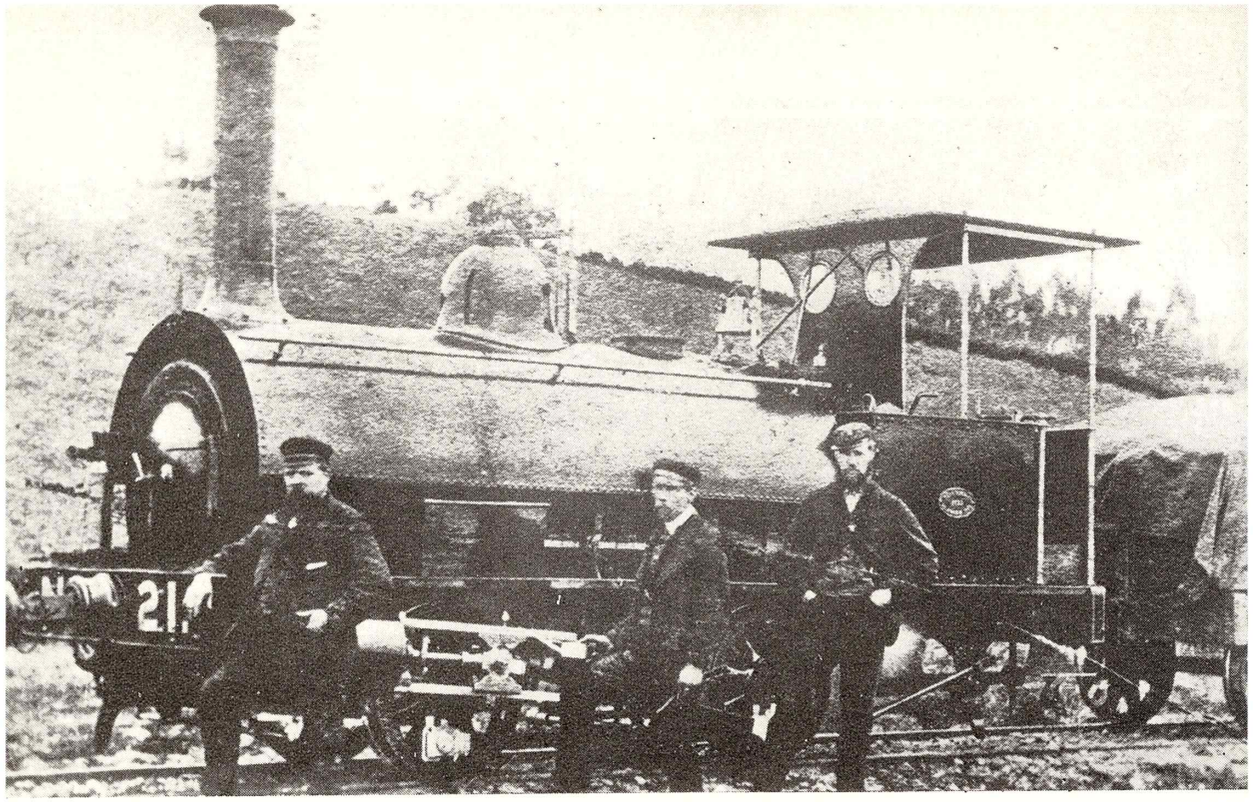
Otago Railways No. 25 (Avonside 1062/63 of 1875) at Dunedin some time in 1876-77. She was transferred to Wanganui and written off as E 176 in 1899 but was still at work at the New Plymouth loco depot as late as 1915. *(S. A. Rockliff collection)*

Road Number	Type	Name	Builder	Maker's Number	1877 Number
21[2]	0-6-0ST	*Roswall*	Yorkshire	249/74	F74
1	0-6-0T	*Corsair*	Hunslet	141/75	M1
2	0-6-0T	*Mazeppa*	Hunslet	142/75	M2
3	0-6-0T	*Werner*	Hunslet	143/75	M3
22	0-6-0T	*Manfred*	Hunslet	144/75	M4
23[3]	0-4-4-0T	—	Avonside	1060-1/75	E23
24[3]	0-4-4-0T	—	Avonside	1064-5/75	E24
25[3]	0-4-4-0T	—	Avonside	1062-3/75	E25
26	0-4-0ST	*Carrickfergus*	Andrew Barclay	120/72	59
27	0-4-0ST	*Robina*	Hughes	/75	S52
28	0-6-0ST	*Weka*	Davidson	1/75	P54
29	0-6-0ST	*Nigel*	Avonside	1090/76	F40
30[4]	0-6-0ST	*Pirate*	Avonside	1091/76	F44
31	0-6-0ST	*Bothwell*	Avonside	1085/75	F80
32[4]	0-6-0ST	*Roderick Dhu*	Avonside	1093/76	F39
33[5]	0-6-0ST	—	Avonside	1094/76	F10
34[5] [8]	0-6-0ST	—	Avonside	1095/76	F1
35[5]	0-6-0ST	—	Avonside	1133/76	F8
36[5]	0-6-0ST	—	Avonside	1134/76	F7
37[5] [8]	0-6-0ST	—	Avonside	1137/76	F9
38[5]	0-6-0ST	—	Avonside	1140/76	F41
39[5]	0-6-0ST	—	Avonside	1141/76	F2
40[5]	0-6-0ST	—	Avonside	1142/76	F42
41[5]	0-6-0ST	—	Avonside	1143/76	F43
42[5]	0-6-0ST	—	Avonside	1144/76	F45

1, 2, 4, 5. The Otago Railways numbers are related to the 1877 number within each group, but the locomotives are not positively identified.

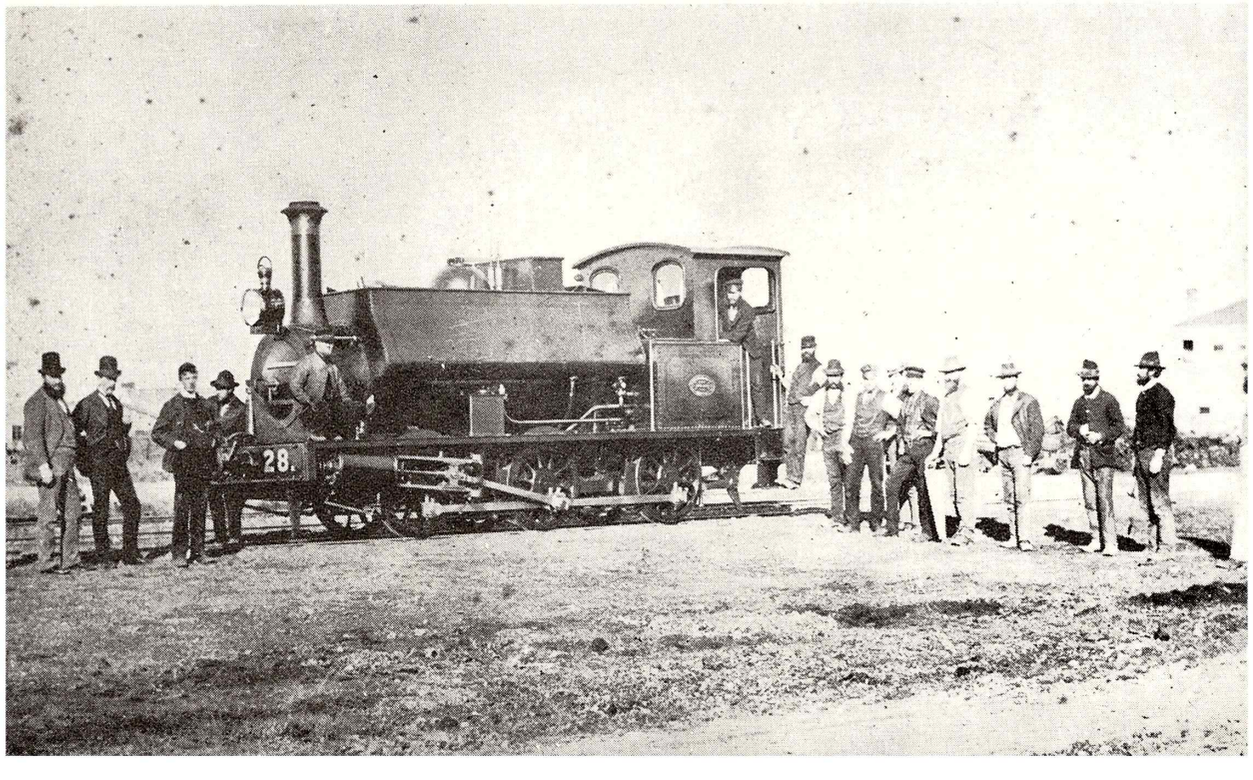
3. Complaints from Lawrence concerning the run-down condition of the engines used on the Lawrence branch are recorded in the *Otago Daily Times* of 26 May 1877, along with an inquiry as to the whereabouts of the two Fairlie locomotives named *Tuapeka No. 1* and *Tuapeka No. 2*, imported for working the branch.

8. The *Southland Times* of 17 May 1878 reporting severe weather quotes "the gallant little F.1 . . . At Elbow (sic Lumsden), engine No. 37 . . . " These are respectively an 1877 PWD number and an Otago Railways number.



Canterbury Railways No. 21. (Neilson 1773 of 1873.) This locomotive became C 53 in mid-1877. *(S. A. Rockliff collection)*

Another of the few photographs which show Canterbury Railways numbering. An unidentified Avonside "F" at Ashburton some time in 1875-77. *(S. A. Rockliff collection)*



CANTERBURY RAILWAYS

The numbering of the locomotives of the Canterbury Railways narrow-gauge engines remains an enigma. Four photographs are known showing engines bearing the Canterbury style of number. Of these only No. 21 can be identified as the sole "C" class locomotive in the province. The numbering of the remainder is conjectured from scraps of evidence found in the Canterbury correspondence register. The official records are incomplete in respect of dates of entry into service for Canterbury engines. Indeed several entries are certainly incorrect. There were no named locomotives, save perhaps *Pilgrim*. Some inconclusive evidence suggests that three of the Dubs engines, erected at Rolleston for the Malvern line, were numbered 11 to 13, following on from the earlier broad-gauge sequence. The scheme set out in the table relies on some speculation but encompasses the evidence. It is not known how the road numbers related to the maker's numbers; both are simply listed in numerical order. The relationship of the maker's numbers to the 1877 numbers is given in chapter 5.

Road Numbers	Type	Builder	Maker's Numbers	Year Built	1877 Numbers
1-4	4-4-0ST	Black Hawthorn	278,279,281,282	1873	G55-58
5-14	0-4-0T	Dubs	647-656	1873	A60-62,64-69
15-20	2-6-0	Avonside	1038-1043	1874	J81-86
21	0-4-0ST	Neilson	1773	1873	C53
22-23	0-4-0T	Yorkshire	255-256	1875	A63,A71
24-28	0-6-0ST	Avonside	1088,1131,1132,1138,1139	1875/6	F75-79

NORTH ISLAND RAILWAYS

It can be assumed that the 1874 circular was known to the managers of the several sections of railway in the North Island, since "F" class engines at Auckland, Foxton and Wanganui, and "A" class locomotives at Foxton and New Plymouth carried names of the types specified. Other varieties were birds for the "E" class Fairlies and mountains for the Fell engines. There were a few miscellaneous appellations. Except for two locomotives at Wellington and six at Napier it has been possible to reconstruct the full list of names for the North Island fleet in service at the end of 1876.

The only evidence of a North Island locomotive carrying a name and a number simultaneously is a series of photographs showing *Snake* as No. 1 in 1875, as B10 in 1879 and later as B51. This engine, along with *Ada*, had a cast nameplate. *Ada* appears to have been known only by name, even after the rest of the Auckland engines had been numbered and the painted names obliterated.

The Napier locomotives seem to have retained an earlier series of numbers in 1881[6]. Evidence of names at Napier came in this extract from the *Otago Daily Times* of 2 July 1877.

> Napier by Telegraph. The following is applicable to Otago. So many sheep and cattle have been killed by the engines on the Hawkes Bay Railway that it is said that three of the Hawkes Bay engines are to be rechristened. The "Eel" is to be renamed the "Cleaver" and the other two are to be named the "Sausage Machine" and the "Butcher".

Snake and the Napier locomotives provide the only evidence of numbers in the North Island before 1878. It is quite possible that on most sections before this date engines were identified by name only. The names have been incorporated into the 1878 list[7].

6. Refer to chapter 4
7. Refer to page 20.

CHAPTER FOUR

THE PUBLIC WORKS DEPARTMENT RENUMBERINGS

SOUTH ISLAND RAILWAYS,
HURUNUI—BLUFF SECTION

The Public Works Department took over the responsibilities of railway construction and operation after the abolition of the provinces in November 1876. It was realised, as in 1874, that an orderly system of classification and numbering of motive power would prevent confusion such as occurred at Oamaru where the locomotives of both Canterbury and Otago Railways worked alongside each other. The Canterbury correspondence register reveals that a classification was made in May 1877 and that new numbers were issued by June, the list being completed by December 1877. Subsequently this list was lost and numerous attempts have been made to reconstruct it.

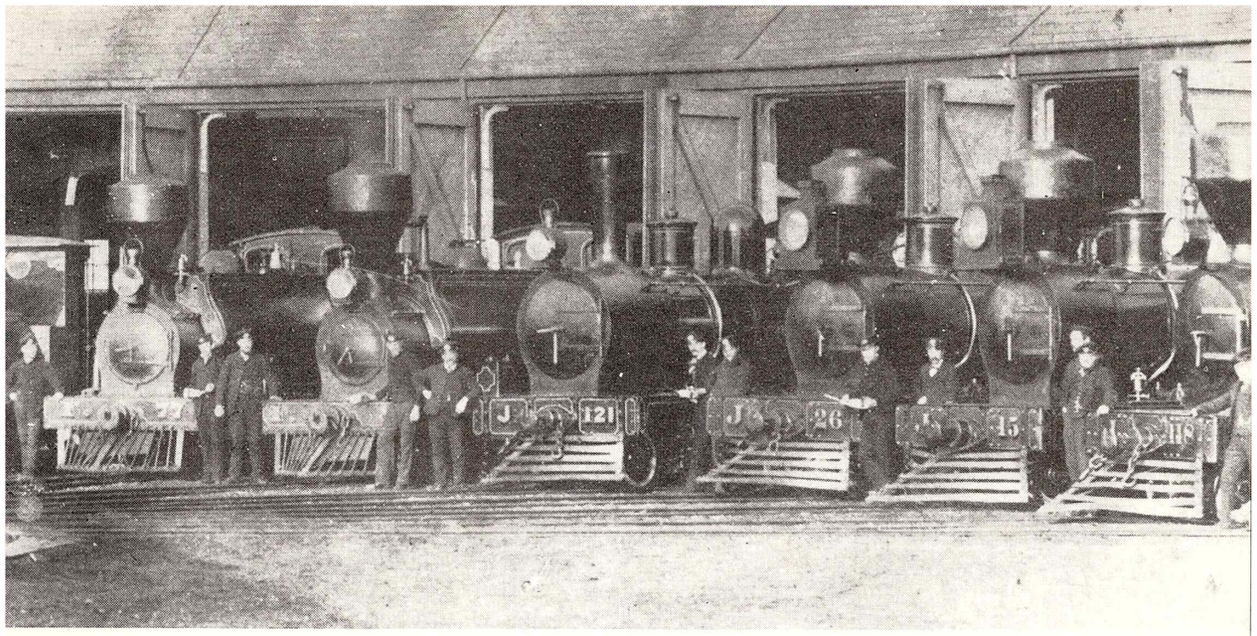
The Working Railways Department took over the operation of completed railways in 1880. Its first Statement presented to Parliament contained a list of locomotives on the Hurunui-Bluff section. This section was the former provincial railways of Otago and Canterbury.

The subsequent numbering schemes of 1882 and 1890 did not alter but merely added to the Hurunui-Bluff numbers. The evidence, admittedly meagre, suggests that the 1880 Working Railways list was similarly an extension of the 1877 PWD list, with additions and subtractions as locomotives were delivered to and transferred away from the section.

The first step in the reconstruction of the PWD list was to extract from both the 1880 list and the 1881 Werry collection the numbers carried by the provincial locomotives. It is noted that the renumbering was made before the lines at Invercargill, Dunedin and Oamaru were connected but after the Oamaru and Canterbury sections were joined. Several number sequences emerged; Invercargill 3-14, Dunedin 23-27, 34-38, 40-44, Canterbury 51-58, 60-86. When these sequences were examined it was found that in every case similar locomotives were grouped together. Five other locomotives of the provincial railways were numbered 1, 2, 19, 89, 90. Three further provincial railways engines not appearing in the 1880 list were *Rose, Carrickfergus* and a "C" class engine transferred to Wellington in 1879.

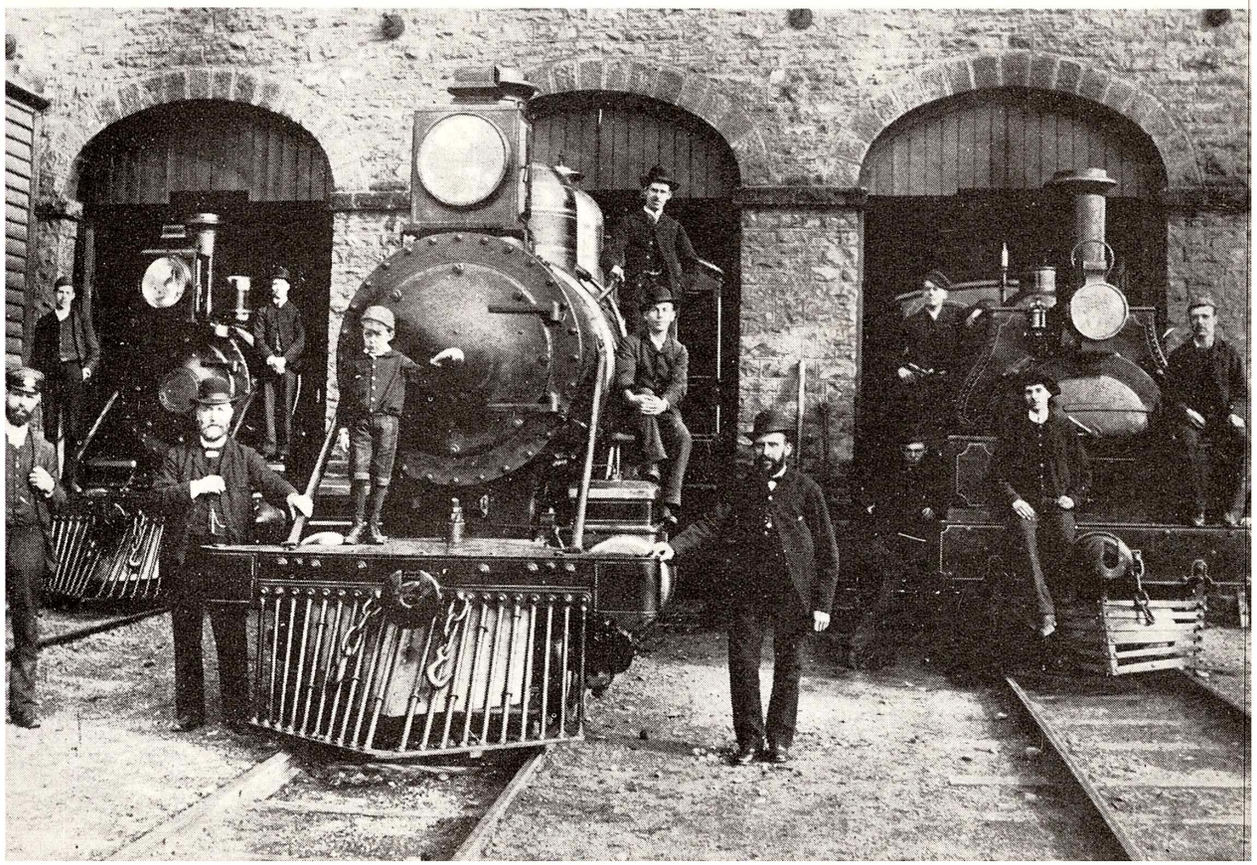
The Canterbury correspondence register recorded that Invercargill engines 1 and 2 were transferred to Christchurch in December 1877 and renumbered M90 and M89 not long afterwards. It appears that renumbering on transfer may have persisted for a time. No. 39, assuming that all similar locomotives on a section were grouped together, should be an "F". In the 1880 list there was an F39 but that engine (Neilson 2409) was not built until 1878. The three remaining engines 1, 2 and 19 in the out-of-sequence numbers were all[1] class "F". A feature of the Invercargill district records, as distinct from Dunedin, was that the date of entry into service of any locomotive was not shown. Since this information is known for F19 but not for F1 and F2, it is supposed that the original F39 was later renumbered F19. The reason for renumbering and out-of-sequence numbers is not known, possibly the locomotives were on hire to contractors and when returned to traffic were allocated an available number in the scheme. It seems that the lowest available number was issued to both renumbered and new engines.

1. No distinction is here made between the "F" and the "O" classes, for a comment on this point see chapter 5.



Invercargill roundhouse circa 1882. The distinctive Canterbury (J 121) and Otago numbering styles appear to have persisted for some time after the linking of the two systems. *(S. A. Rockliff collection)*

Staff of the Christchurch running sheds in 1886 take obvious pride in their locomotives—class "O", "N" and "F". *(S. A. Rockliff collection)*



Rose was damaged in an accident at Shag Point in September 1878. She seems to have done no work after that date and is not mentioned in the 1880 list. If the assumption that similar engines were grouped together applies then she should be next to *Josephine* at 27. However *Lady Mordaunt* held this number in the 1880 list. The 1918 correspondence revealed that *Lady Mordaunt* was transferred from Dunedin to Christchurch in 1878. The Otago authorities would have regarded her number as available for issue to a new engine. She was returned to Dunedin bearing her original number and appears to have been given 27 that was formerly carried by the defunct *Rose*. Since the Invercargill list commenced at 1 and Canterbury's at 51 Dunedin's probably commenced at 21. Accordingly there would be two numbers 21 and 22 available for *Lady Mordaunt* and the "C" transferred to Wellington. It may be no more than coincidence that replacements F21 and R22 were built in the same years as these two engines were transferred from Dunedin.

There is one exception to the assumption that similar engines were grouped together. This is in the separation of P54 and P59. It is not known when P59, *Kiwi*, commenced work but she is recorded in the PWD stocklist for 1877 as being a Canterbury engine. *Carrickfergus* did not appear in any PWD stocklist. Although this locomotive was numbered 26 in the Otago Railways list she seems to have worked for the Oamaru Harbour Board and was indeed sold to the Board about 1877. It is surmised that *Carrickfergus* was allocated the number 59 which became vacant on the sale of this engine and it was then reissued to *Kiwi*.

It is probable that the six unused numbers, 28-33, in the Dunedin portion of the list were held for some of the locomotives formerly belonging to Otago Railways stationed at Oamaru. Besides *Carrickfergus* and possibly *Kiwi* there were four "F" and one "D" class engines plus the small tank engines *Weka* and *Robina*. A clue to the identity of the supernumerary engines appears in a report of the valuation of the provincial railways contained in the 1877 PWD Statement:

> Otago Railways . . . The Fairlie engine imported for the branch lines has been included, but not the 9½in cylinder bogie engine handed over to the late province by the General Government for the purpose of working the Awamoko branch . . .

This Fairlie was *Lady Mordaunt* and the only bogie engine on Otago Railways was that numbered 13. Although Dunedin allowed for the four "F" engines, plus *Weka* and *Robina* the whole of the Oamaru motive power was numbered in the Canterbury portion of the 1877 list.

Since a reconciliation has been effected between the 1877 PWD list and the 1880 Railways Statement list the details are set out in the table in chapter 5.

The PWD stocklist for 1877 included a vertical-boilered engine on the Canterbury section. This should not be confused with a similar machine *Rover* which exploded at Waiareka in May 1876. In the fully detailed accident report *Rover* was specifically designated a privately owned locomotive. Three of these engines were built by Kincaid, McQueen and Company; two burst their boilers and the fate of the third, the Canterbury engine, is not known.

SOUTH ISLAND ISOLATED SECTIONS

There is some evidence in Mr Werry's 1881 collection and in correspondence dating from 1918 that about 1878 the PWD made a separate series of numbers for the South Island isolated sections of railway at Greymouth, Westport, Nelson and Picton. Mr Werry recorded No. 11 at Picton, whilst the 1918 letters show No. 12, *Trout* and No. 13, *Kingfisher* at Nelson. C7 is depicted in a photograph taken about 1878 at the foot of the Denniston incline.

About 1880 the separate series was abandoned and the engines numbered after the highest number (124) of the Hurunui-Bluff section. No. 11 probably retained its earlier number because it was being used by a contractor. A third "C" class engine was at Picton between 1880 and 1884 on hire to a contractor. This engine (Neilson 1769) was never regarded as a Picton Section engine.

SOUTH ISLAND ISOLATED SECTION LIST 1878

GREYMOUTH

1878 Number	Type	Builder	Maker's Number	Name	1880 Number	Remarks
—	0-4-0ST	Neilson	1772/73	*Ahaura*	131	
—	0-4-0ST	Dubs	885/75	*Pounamu*	132	Delivered 17.12.75
—	0-4-0ST	Shanks	/75	*Kangaroo*	—	From Bluff 14.4.77[2]
—	0-4-0T	Mills	/75	*Opossum*	—	From Foxton 14.3.77[2]

WESTPORT

	0-4-0ST	Dubs	801/75	—	—	[3]To New Plymouth 23.1.79
7	0-4-0ST	Dubs	804/75	—	126	[3]
	0-4-0ST	Dubs	803/75	—	127	[3]

PICTON

11	0-4-0ST	Neilson	1767/73	*Blenheim*	11
—	0-4-0ST	Neilson	1766/73	*Waitohi*	125

NELSON

12	2-4-0T	Neilson	1847/74	*Trout*	128
13	2-4-0T	Neilson	1849/74	*Kingfisher*	129

NORTH ISLAND RAILWAYS

Reference to the 1881 collection of numbers (page 2) shows that some time before that date a numbering system had been made for the North Island locomotives. The sequence is almost complete from 1 to 47, with missing numbers at 17, 20 - 22 and 31 and duplications at 1, 2, 4 and 46. The engine numbered 51 was transferred from Christchurch to New Plymouth in 1880 and retained its former Hurunui-Bluff section designation. The individual records show that all numbered locomotives were put into service before April 1879.

Were there any transfers of locomotives between North Island districts which might account for the loss of numbers? A "D" class engine was sent from Napier to Wellington in April 1879, whilst an "E" Fairlie moved from Wellington to Wanganui. The locomotive records show this transfer as taking place on 24 May 1878 but the Wellington *Evening Post* recorded on 14 August 1878 that a Fairlie engine was to be sent to Wanganui and on 12 July 1879 confirmed the removal of "the old double Fairlie recently sent to Wanganui . . ."

The other locomotives in service before April 1879 were a "C" at Wellington transferred from Dunedin and the two small locomotives at Wanganui[4]. These last two were probably regarded as construction engines and thus were not numbered in the traffic list.

It appears that some of the Napier locomotives retained their earliest numbers for some reason, possibly because they were on loan to contractors. The original allocation of motive power to this section was two Neilson "C" and one "D" class engines, with a third "C" built by Dubs arriving soon after. If the engines were numbered as they were received, then 1 and 2 were the Neilson "C" engines, 3 was the "D" and 4 the Dubs "C". In, and adjacent to, the Napier portion of the 1881 list are four unused numbers and these could have been allocated 17 to the "D" and 20-22 to the three "C" engines.

2. Transferred to PWD about 1878
3. Arrived at Westport per *Hannah Broomfield* 5.10.75
4. Three engines, later known as the "Mills A" class, were built by E. W. Mills for the Foxton Tramway. They were named *Skunk* which was put into service in October 1875 and sold about 1882; *Wallaby*, sold about August 1885 and *Opossum*, which was sent to Greymouth in March 1877.

The number 31, which is at the commencement of the Wellington portion of the 1881 list, is available for the remaining unnumbered engine in service at the apposite date. This was the "E" Fairlie sent from Wellington to Wanganui in May 1879.

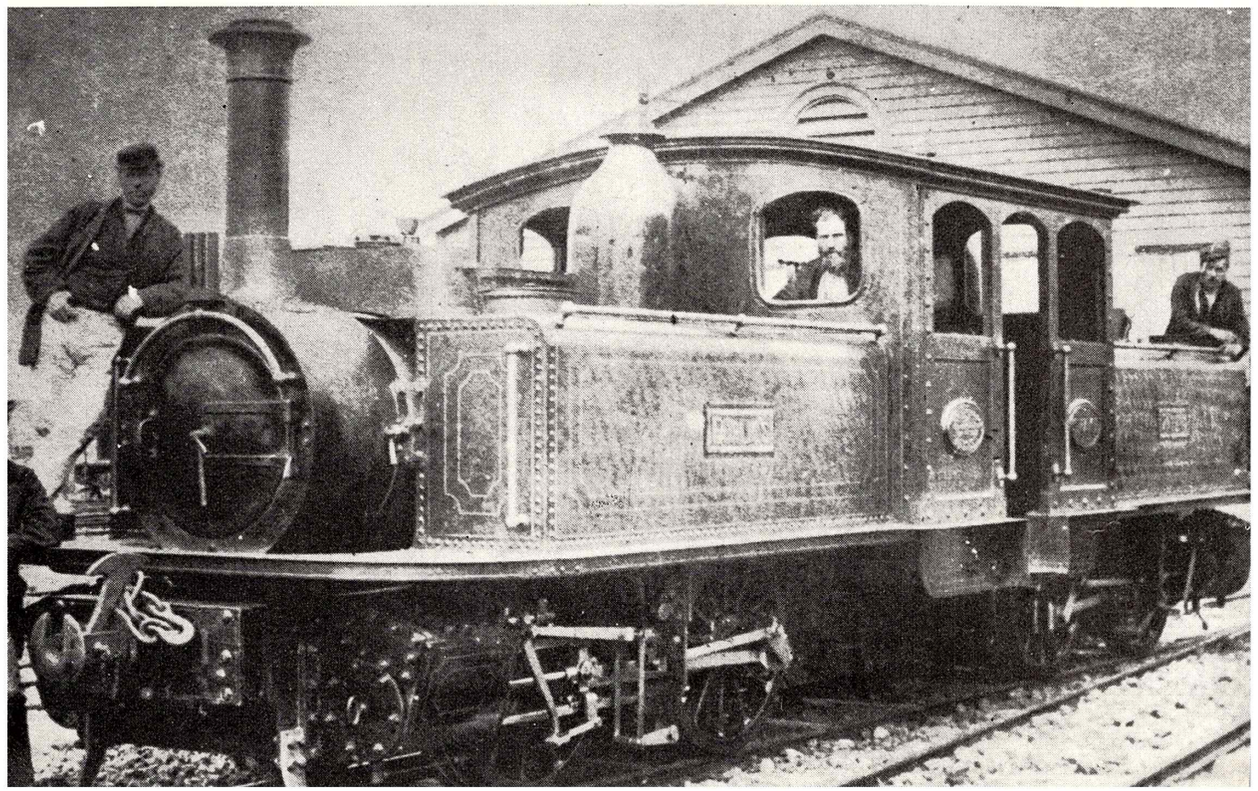
One wonders if the explanation for the duplication of the number 46 goes thus. All engines up to 45 commenced work by September 1878. The list was compiled very soon afterwards and circulated to District Officers. The Officer-in-charge at New Plymouth, noting his C45 was the last number on the list, took the next number for his second "C" without reference to Head Office, whilst the authority at Napier on receipt of two "F" class engines applied to Head Office for numbers and was allocated the next two in the sequence, 46 and 47.

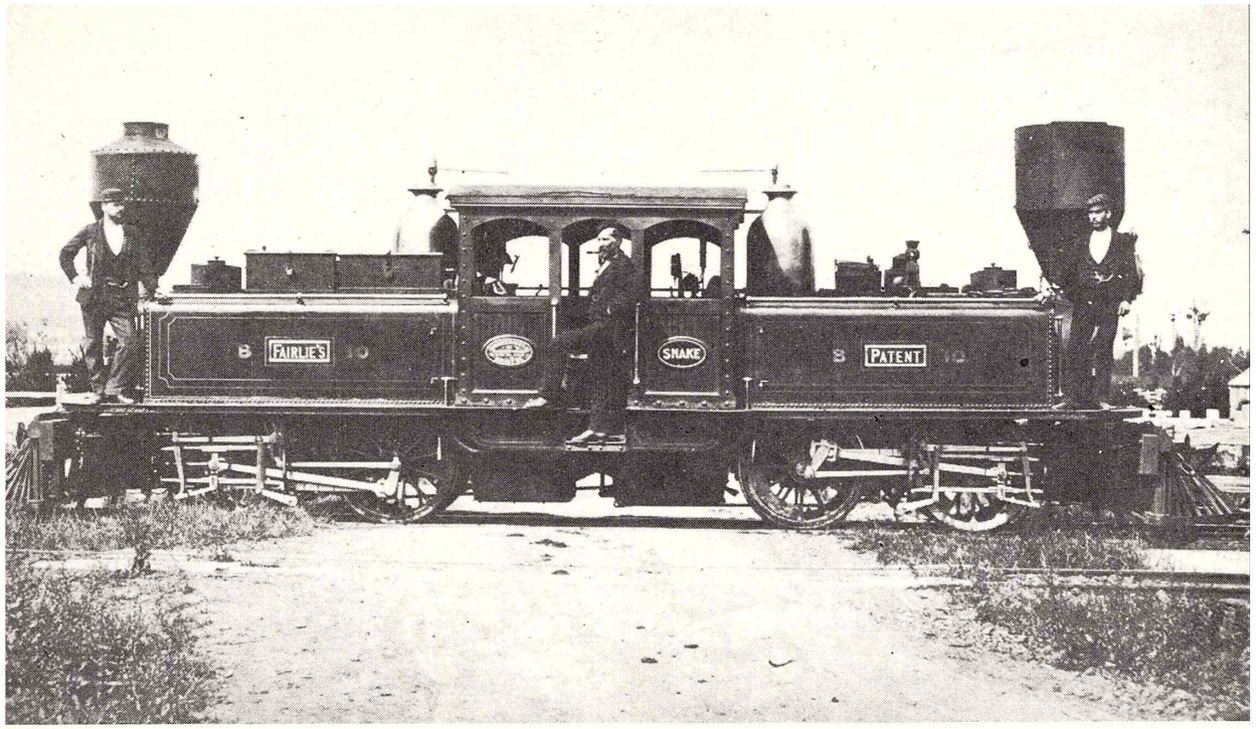
THE NORTH ISLAND LOCOMOTIVE LIST 1878

Road Number	Class	Builder	Maker's Number	1882 Number	Former Name[5] or number	Transfers
1	F	Stephenson	2086	F52	*Ada*	
2	F	Neilson	1706	F51	*Ivanhoe*	
3	F	Yorkshire	239	F55	*Lady of the Lake*	
4	F	Yorkshire	240	F56	*Lord of the Isles*	
5	F	Stephenson	2085	F53	*Flora MacIvor*	
6	F	Stephenson	2087	F54	*Marmion*	
7	F	Vulcan	735	F57	*Madge Wildfire*	
8	F	Vulcan	737	F58	*Jeannie Deans*	
9	F	Vulcan	736	F59	*McCallum Mhor*	
10	B	Avonside	1022/3	B51	*Snake*, No 1	
11	L	Avonside	1208	L51		
12	L	Avonside	1202	L52		
13	L	Avonside	1203	L53		
14	L	Avonside	1204	L54		
15	C	Dubs	800	C51	*Kaihu*	

5 Names, except *Ada* and *Snake*, appear to have been obliterated at the time of renumbering in 1878.

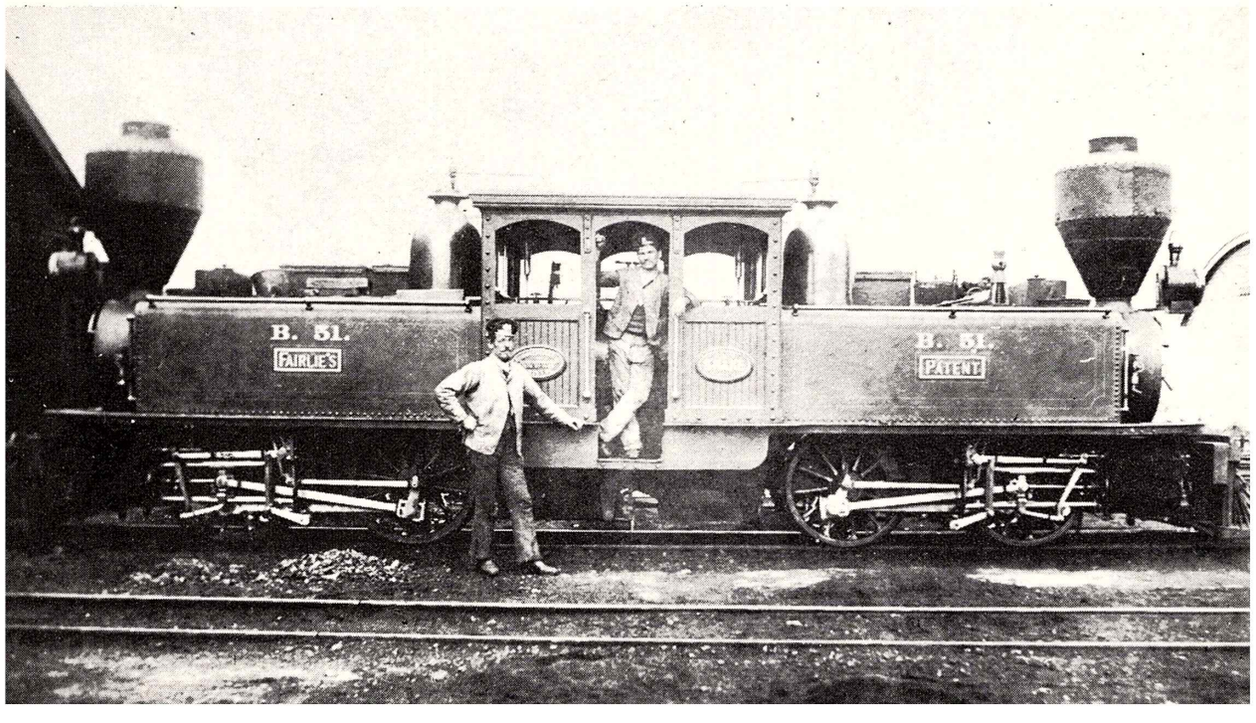
Snake (Avonside 1022/23 of 1874) outside the Auckland Workshops carrying her original Auckland section number, 1. This dates the photograph as pre 1878. *(Cedric Green collection)*





The same engine at the Pukekohe road crossing about 1880 now designated B 10. It appears that her previous number was taken over by *Ada* when that locomotive was returned from service with contractors. *(S. A. Rockliff collection)*

In the 1882 system of numbering *Snake* became B 51. She is seen here outside the Auckland engine sheds. *(W. W. Stewart collection)*



22 The Public Works Department Renumberings

Road Number	Class	Builder	Maker's Number	1882 Number	Former Name[5] or number	Transfers
16	D	Neilson	1843	D51	*Snapper*	
17	D	Neilson	1844	D3	No 3	To Wellington 5.4.79
18	F	Avonside	1086	F41		
19	F	Avonside	1089	F42		
20[6]	C	Neilson	1770	—	No 1	
21[6]	C	Neilson	1771	—	No 2	
22[6]	C	Dubs	802	—	No 4	
23	E	Avonside	1070/1	E21	*Albatross*	From Kaipara 5.5.78
24	E	Avonside	1068/9	E22	*Penguin*	
25	F	Yorkshire	245	F21	*Guy Mannering*	
26	F	Yorkshire	244	F22	*Meg Merrilies*	
27	F	Avonside	1084	F23	*Dougal*[7]	
28	F	Avonside	1136	F24	*Helen McGregor*[8]	
29	F	Avonside	1135	F25	*Black Duncan*[9]	
30	L	Avonside	1207	L21		
31	E	Avonside	1066/7	E23	*Pelican*	To Wanganui 24.5.79
32	C	Neilson	1764	C1	*Belmont*	
33	D	Neilson	1846	D1		
34	D	Neilson	1845	D2		
35	H	Avonside	1075	H1	*Mont Cenis*	
36	H	Avonside	1074	H2	*Mount Cook*	
37	H	Avonside	1072	H3	*Mount Egmont*	
38	H	Avonside	1073	H4	*Mount Tongariro*	
39	L	Avonside	1200	L1		
40	L	Avonside	1201	L2		
41	L	Avonside	1205	L3		
42	L	Avonside	1206	L4		
43	A	Dubs	646	A21	*Fox*	
44	A	Dubs	645	A22	*Ferret*	
45	C	Neilson	1765	C21	*Moana*	From Wellington 13.8.78
46	C	Dubs	801	C22		From Westport 23.1.79
46	F	Dubs	1169	F43		
47	F	Dubs	1170	F44		

5 Names, except *Ada* and *Snake*, appear to have been obliterated at the time of renumbering in 1878.
6 These numbers are believed to have been allocated in 1878 but the earlier numbers remained on the engines. One of these machines was called *Eel*.
7 This name is recorded, from the Waverley novels of Sir Walter Scott; it could be either "Dugald Dalgetty" or "The Dougal Cratur".
8 Various sources quote "Clan, Glen or Ellen McGregor", properly it should be *Helen McGregor*.
9 Properly; quoted as "Black Knight" and "Black Dwarf".

CHAPTER FIVE

THE ANSWER TO THE PROBLEM

THE RAILWAYS DEPARTMENT'S FIRST SCHEME OF NUMBERS

In reply to Mr Werry's complaint, and after a good deal of thought an instruction emanated from the General Manager's office in Wellington on 18 April 1882. This contained details of a proposal to classify and number locomotives and rolling-stock.

For brevity only the details of the locomotive numbering are now given.

The present locomotive class letters are to be retained.

Each kind of locomotive stock is to be renumbered as follows:-

Wellington from 1 upwards to 20;

Wanganui and New Plymouth from 21 upwards to 40, Wanganui to complete numbering first and then supply New Plymouth with numbers;

Napier from 41 up to 50;

Auckland, Whangarei, Kawakawa, Thames to number from 51 upwards;

Greymouth, Westport, Picton, Nelson and Hurunui-Bluff each to be numbered independently, from 1 upwards;

In renumbering, a record must be retained of the old number.

There was some ambiguity in the instruction for the South Island. Was it intended that each section or each class should commence at 1? On the one hand, the Hurunui-Bluff section maintained the status quo and did not renumber; on the other, the Westport section advised in September 1883 that its engines were numbered C1, C2, C3 and F4 and were instructed to renumber F4 to F1 in November. The Picton and Nelson sections advised that the renumbering had been carried out in March 1883.

Before the locomotive lists are set out, a number of comments too lengthy to be dealt with as footnotes are now given.

THE WAIMEA PLAINS RAILWAY COMPANY LTD

The Waimea Plains Railway Company Ltd., commenced construction of its line in January 1879, completing the task sixteen months later. From the nature of the country it appears that a ballast engine would have been required about the middle of 1879. Possibly an engine was hired from NZR for this purpose. The company's hope that the line would be taken over by NZR on completion was not realised and the proprietors had to acquire locomotives to work trains. The assets were purchased by the Department in November 1886. The two locomotives were given the numbers formerly carried by "E" Fairlies from 1877 to 1886 when they were transferred to Wanganui.

Neilson supplied an order of six "F" class engines in 1879. These were F20, F21. F39, F113 and two others which it is presumed were sold to the company.

In Mr Werry's collection there is a note against 114—"missing number". Was this one of the WPR engines and could 112 have been allocated to the other? About January 1880 the last "R" Fairlie was put into service as R112. The records, although deficient for the last three of this class, show that the remainder entered service between May 1879 and January 1880 in sequence of the maker's numbers. It seems reasonable to assume that this number was available for allocation to another engine before this date.

Although it is no more than a conjecture, evidence may be obtained indirectly. Soon after the 1877 numbering system was underway it was the practice to number new engines at the lowest

possible point. Annual lists taken out for the period 1877-1880 indicate that there were no other locomotives on the section to take these numbers and no other numbers vacant for these two engines.

THE DUNTROON AND HAKATARAMEA RAILWAY COMPANY LTD

The history of this company-owned line is still clouded. It will be noted that the 1881 list (page 1) records against F113—Hakataramea Company's engine. A paragraph in one of the 1918 letters reads "The *Roderick Dhu* was No. 32 and not 111 as per your list. No. 111 was certainly a Dubs make but never had a name. This engine was imported by a private company—I think the Waimea Plains company, but I would not be sure. I have a distinct recollection of the engine being erected in the station yard at Dunedin and after erection was taken over by the Government and run between Dunedin and Clinton, J. Forrester being the driver." In a list of liabilities of the PWD for 1879 there is a reference to the purchase of locomotives—"two Proudfoot and one Hakataramea". The first portion of this line was opened in July 1881 and judging from the small amount of earthworks construction was swiftly done. It is presumed that the company ordered a locomotive in 1878 (Dubs 1233) which was delivered in the next year. The company did not require the engine for a time and sold it to the Government which numbered it 111. When the line was opened the company hired F113. The hire of a locomotive by the company is recorded in an Oamaru newspaper.

THE RAKAIA AND ASHBURTON FORKS RAILWAY COMPANY LTD

The 1881 list shows that the two locomotives of this company retained their company numbers for a time after being taken over by NZR. They were later numbered in the Hurunui-Bluff list.

Company Number	Name	Builder	Maker's Number	HB Section Number
1	*Livingston*	Rogers	2510/78	Q51
2	*Stanley*	Rogers	2512/78	Q17

THE THAMES VALLEY AND ROTORUA RAILWAY COMPANY LTD

An old photograph reveals that this company's engines were lettered "TVRR" and simultaneously carried Auckland section numbers. It is not known if they had company numbers at an earlier date.

THE "V" ALIAS "N" CLASS

Nasmyth Wilson and Company contracted to supply ten 2-6-2 locomotives in 1885. When the first two were delivered they were found to be 10 tons overweight, consequently there was a considerable delay in putting the engines into service. In the meantime NZR required more motive power and ordered six engines to the same specification from Baldwin. These were classified "N". Early photographs of the British engines show that these also were classified "N" for a time. It is concluded that they entered service as class "N" in accordance with the specification and that they were later changed to "V" to avoid confusion with the American machines.

THE "O" CLASS PROBLEM

It has been frequently stated that about forty of the "F" class locomotives were originally classified "O". The reason for this difference in style was that some of the engines had a modification aimed at easing the passage of the engine round curves. This has been variously stated to have been allowing sideplay in either the leading or trailing axleboxes or the fitting of thin flanges to the centre pair of wheels. The "O" classification disappeared in 1884 when the last

five were reclassified "F", the majority had already been altered in 1882.

Seven builders produced a total of 88 engines of the type. These were allocated to the various sections only on the basis of the need for motive power resulting in a mixed lot on any section. There are two possibilities for the different classifications, either a local modification was made after the arrival of the engines or one particular maker built the modification into his engines.

The first step in attempting to solve the problem was to compare the quantity of "F" and "O" class engines on each section with the corresponding locomotive numbers. All the North Island engines were class "O" until 1882 and the variation was marked only in the South Island.

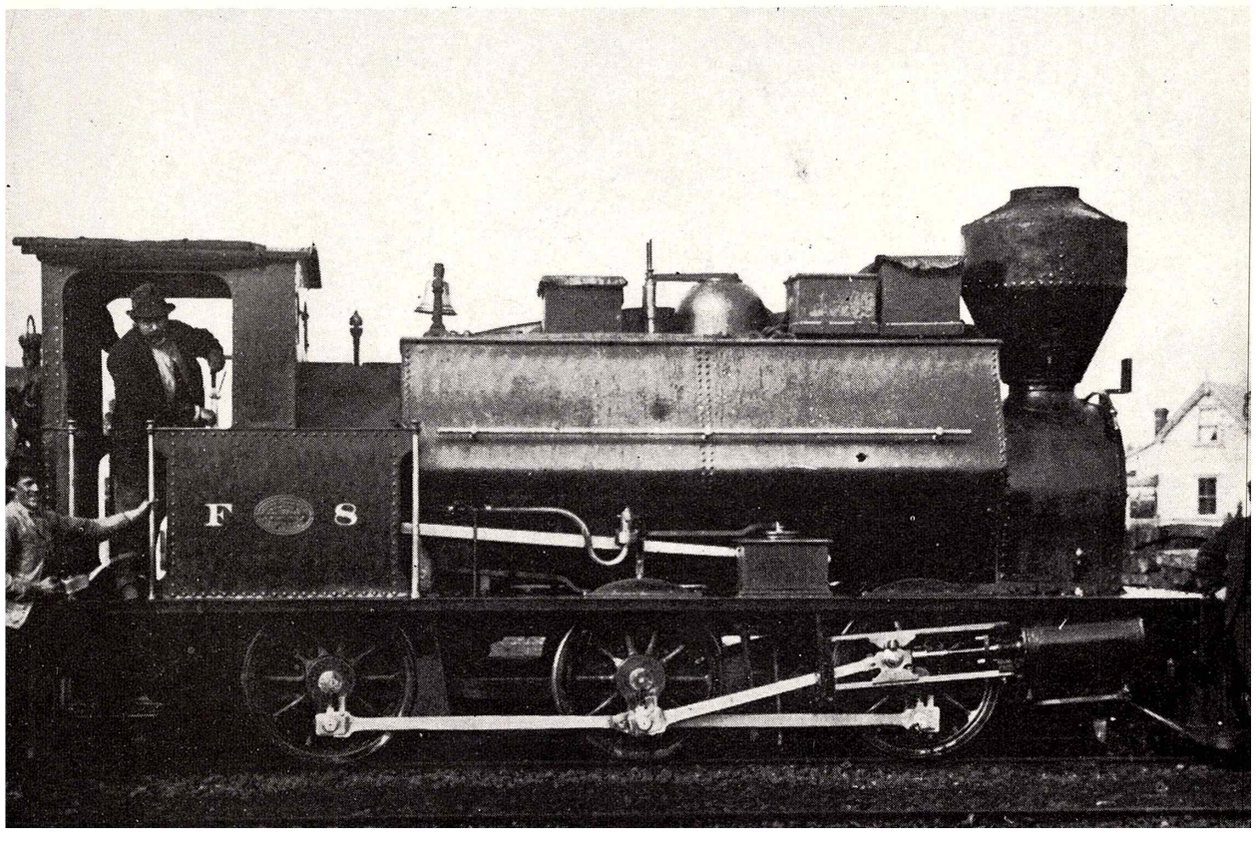
ALLOCATION OF "F" AND "O" CLASS ENGINES

Section	1878		1879		1880		1881	
	O	F	O	F	O	F	O	F
Christchurch	3	6	3	8				
Dunedin	7	5	6	8				
Invercargill	6	4	6	3				
Total South Island	16	15	15	19	22	17	16	20

ROAD NUMBERS OF SOUTH ISLAND "F" AND "O" CLASS ENGINES AT 30 JUNE 1878

Section	"O" class	Total	"F" class	Total
Christchurch	72 - 74	3	75 - 80	6
Dunedin	19, 34, 40 - 45	8	35 - 38	4
Invercargill	1, 2, 7 - 10	6	11 - 14	4

The former *Jeannie Deans* (Vulcan 737 of 1875) now F 8 in the North Island 1878 list. *(S. A. Rockliff collection)*



It is noted that there is a discrepancy in quantity of one engine at Dunedin and that there are broken sequences at Dunedin and Invercargill. A comment has been made in chapter four of the numbering of F1 and F2 and the probable renumbering of F39 to F19. After these adjustments only 34 is not in sequence. The distinctive Black Hawthorn engine which carried this number is shown in an early photograph as being O34. It certainly was F34 in 1881 and could have that as early as 1877, thereby correcting the number sequence and eliminating the discrepancy.

An interesting point now emerges. In Christchurch the Yorkshire engines were class "O" and the Avonside class "F", whilst in Dunedin and Invercargill the Avonsides were "O" and the various other builder's engines classified "F". It is to be noted that F80, a Christchurch Avonside engine, became O80 after transfer to Dunedin in 1878.

It is reasonable to conclude that the Avonside engines were those with the modification, with the provisos that the North Island authorities did not bother about the difference in classification and that one (or two) of the South Island sections classified the modified engines incorrectly. Since the Locomotive Superintendent's office was in Christchurch presumably that section was correct. Possibly a clerical error transposed the letter when the instruction was sent from the Superintendent's office. An old Invercargill source was adamant that the only difference between the "F" and "O" engines was that the "O" class had square windows. This was a significant feature of the Avonside machines.

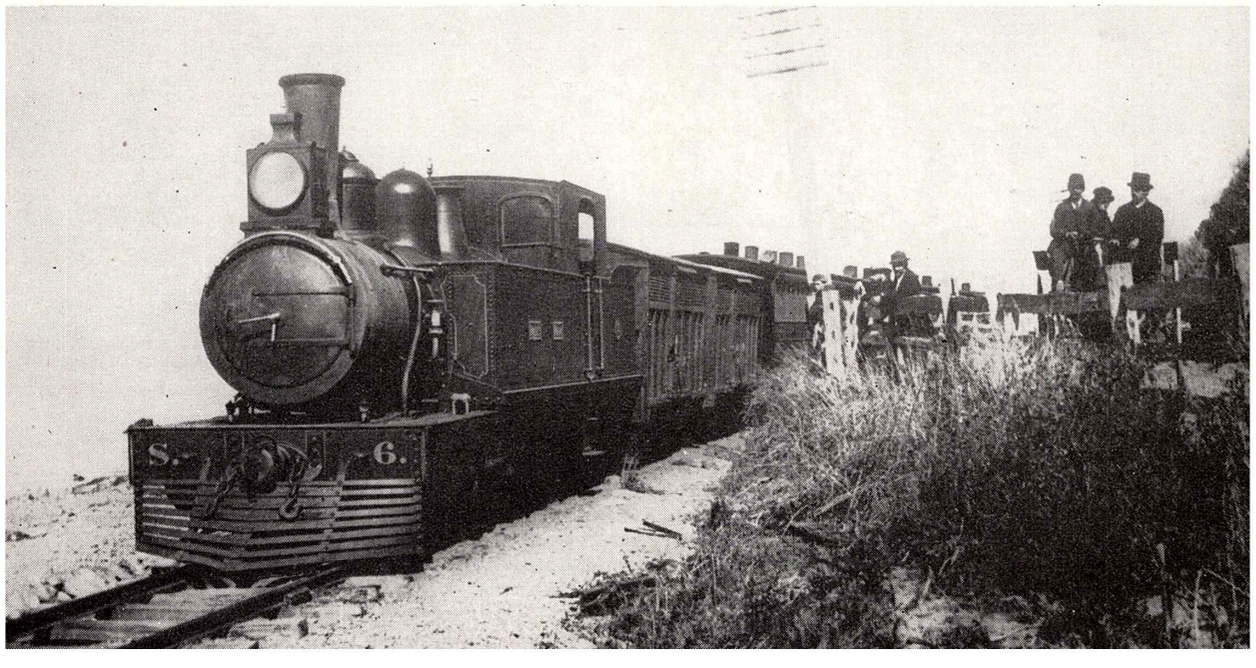
HURUNUI-BLUFF SECTION 1877-1890

Road Number	Builder	Maker's Number	Date in Service	Former[1] Number	Remarks
M1	Hunslet	141/75	19.12.75	OR 1	To Christchurch 12.77, M90
F1	Avonside	1095/76		OR 33/34	
M2	Hunslet	142/75	19.12.75	OR 2	To Christchurch 12.77, M89
F2	Avonside	1141/76		—	
M3	Hunslet	143/75		OR 3	
M4	Hunslet	144/75	7.76	OR 22	
C5	Neilson	1768/73	1.74	OR 5	
A6	Shanks	/76		—	*Mouse*, sold 1882
C6	Neilson	1770/73		—	From Napier 1882, sold 1886
D6	Neilson	2564/80	5.81	D24	From Wanganui 1886,
F7	Avonside	1134/76		—	
F8	Avonside	1133/76		—	
F9	Avonside	1137/76		—	
F10	Avonside	1094/76		OR 33/34	
F11	Neilson	1691/72	1.5.73	OR 4	
F12	Yorkshire	241/74		OR 14 - 16	
F13	Yorkshire	242/74		OR 14 - 16	To Wanganui F28, 2.3.86
F13	Neilson	1692/72	20.12.73	—	From PWD 1886, formerly F36
F14	Yorkshire	243/74		OR 14 - 16	To Westport F14, 12.84
J14	Vulcan	1076/83	17.8.85	—	
D15	Neilson	2309/78		—	To Nelson 12.79
J15	Vulcan	1000/83	3.12.83	—	
D16	Neilson	2306/78		—	
D17	Neilson	2307/78		—	To Picton 12.79
Q17	Rogers	2512/78	8.79	2	From Rakaia and Ashburton Forks Rly 188[illegible]
D18	Neilson	2308/78		—	

1. OR indicates Otago Railways, CR indicates Canterbury Railways, alternatives given where the original number is uncertain. Otherwise from section or company as quoted in the remarks column.

Road Number	Builder	Maker's Number	Date in Service	Former Number	Remarks
F19	Avonside	1093/76	27.9.76	—	Renumbered from F39
F20	Neilson	2412/78	7.8.79	—	
B21	Avonside	1044-5/74	5.4.75	OR 18	Renumbered B27
F21	Neilson	2410/78	1.9.79	—	
C22	Neilson	1769/73		OR 9	To Wellington 1879, then loaned to contractor at Picton circa 1880, returned to NZR New Plymouth C23 17.9.84
R22	Avonside	1233/79		—	
E23	Avonside	1060-1/75	11.12.75	OR 23	To Wanganui E26, 1.11.86
F23	Neilson	2414/78		—	From Waimea Plains Rly 14.11.86 see F112 and F114
E24	Avonside	1064-5/75	5.1.76	OR 24	To Wanganui E27, 1.11.86
F24	Neilson	2411/78		—	From Waimea Plains Rly 14.11.86 see F112 and F114
E25	Avonside	1062-3/75	13.3.76	OR 25	To Wanganui E25, 1.11.86
P25	Nasmyth Wilson	281/85	2.5.87	—	
E26	Vulcan	637/72	10.9.72	OR 7	To Wanganui E24, 11.83
J26	Vulcan	999/83	4.12.83	—	
E27	Vulcan	636/72	14.9.72	OR 6	Not used after accident 20.9.78
B27	Avonside	1044-5/74	5.4.75	—	Formerly B21, to Wanganui 1885
N27	Baldwin	7576/85	30.10.85	—	
R28	Avonside	1217/78	23.5.79	—	
R29	Avonside	1218/78	24.5.79	—	
R30	Avonside	1223/78	9.7.79	—	To Wellington R3, 17.4.74
N30	Baldwin	7571/85	12.11.85	—	
R31	Avonside	1225/78		—	To Greymouth 1881
C31	Neilson	1771/73		—	From Napier 1882, to Wellington C1, 1885
O31	Baldwin	7572/85	12.12.85	—	
R32	Avonside	1229/78	23.8.79	—	
R33	Avonside	1232/79		—	
F34	Black Hawthorn	277/73	6.74	OR 12	To Napier F48, 5.12.84
N34	Baldwin	7575/85	10.11.85	—	
F35	Yorkshire	248/74	4.75	OR 17	To Napier F49, 6.86
V35	Nasmyth Wilson	259/85	5.5.86	—	

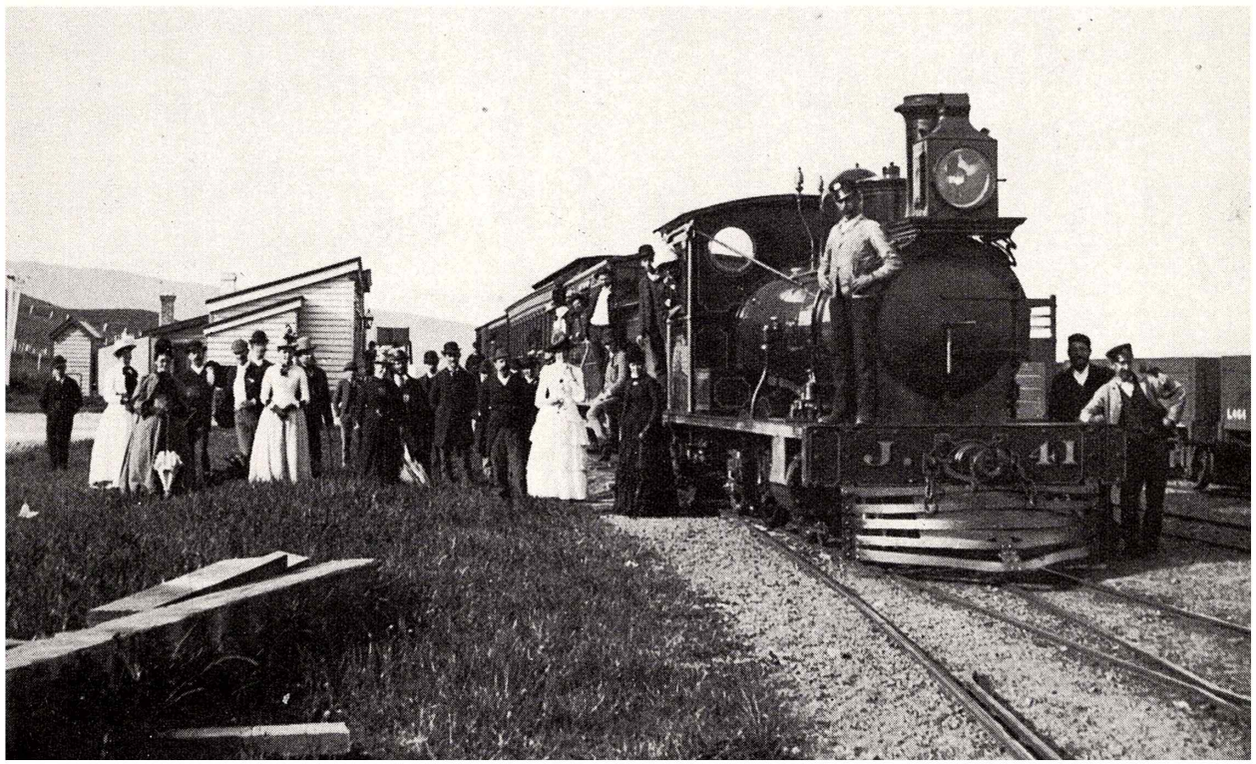
Wellington section S 6 (Avonside 1281 of 1880) held up by washouts along the harbourside, probably in 1888. This locomotive became S 217 in 1890 and was sold to the West Australian Government Railways in 1891. *(S. A. Rockliff collection)*



Road Number	Builder	Maker's Number	Date in Service	Former Number	Remarks
F36	Neilson	1692/72	20.12.73	OR 8	To PWD 1879, taken back 1886 F13
N36	Baldwin	7579/85	10.11.85	—	
F37	Neilson	1842/73	7.74	OR 10	To PWD 1879, later PWD 503
N37	Baldwin	7573/85	9.12.85	—	
F38	Neilson	1841/73	1.7.74	OR 11	
F39	Avonside	1093/76	27.9.76	OR 30/32	Renumbered F19
F39	Neilson	2409/78	5.6.79	—	
F40	Avonside	1090/76	4.8.76	OR 29	
F41	Avonside	1140/76		—	
F42	Avonside	1142/76	9.6.77	—	To Greymouth F2, 1.5.84
N42	Baldwin	7574/85	9.12.85	—	
F43	Avonside	1143/76	1.4.77	—	
F44	Avonside	1091/76	1.9.76	OR 30/32	
F45	Avonside	1144/76	7.9.77	—	
D46	Dubs	1168/78	28.1.79	—	
D47	Dubs	1166/78	24.1.79	—	
D48	Dubs	1167/78	29.1.79	—	
D49	Dubs	1165/78		—	
D50	Dubs	1164/78	4.2.79	—	
D51	Neilson	1848/74	4.74	OR 13	To New Plymouth D21, 1881
Q51	Rogers	2510/78	8.79	1	From Rakaia and Ashburton Forks Rly 1881
S52	Hughes	/75		OR 27	Sold 1886
P52	Nasmyth Wilson	277/85	28.5.87	—	
C53	Neilson	1773/73	1.11.75	CR 21	To Westport C53, 27.8.88
P54	Davidson[2]	1/76		OR 28	Sold 1885
O54	Baldwin	7565/85	12.12.85	—	
G55	Black Hawthorn	278/73	1.1.75	CR 1 - 4	
G56	Black Hawthorn	282/73	1.1.75	CR 1 - 4	
G57	Black Hawthorn	281/73	3.1.75	CR 1 - 4	
G58	Black Hawthorn	279/73	2.1.75	CR 1 - 4	
59	A. Barclay	120/72		OR 26	*Carrickfergus*, presumed sold 1877
P59	Davidson[2]	3/76		—	Sold 1883, Works number presumed.
J59	Vulcan	1002/83	12.1.84	—	
A60	Dubs	655/73		CR 5 - 14	To Wellington A2, 6.6.86
P60	Nasmyth Wilson	279/85	6.7.87	—	
A61	Dubs	650/73		CR 5 - 14	To Wanganui A23,1883
J61	Vulcan	1004/83	10.1.84	—	
A62	Dubs	656/73	1.1.75	CR 5-14	
A63	Yorkshire	256/75		CR 22-23	To Napier A41, 6.3.86
V63	Nasmyth Wilson	260/85	22.4.86	—	
A64	Dubs	651/73	1.1.75	CR 5-14	
A65	Dubs	653/73	12.6.75	CR 5-14	
A66	Dubs	648/73	1.2.75	CR 5-14	
A67	Dubs	647/73	2.2.75	CR 5-14	
A68	Dubs	652/73	1.6.75	CR 5-14	
A69	Dubs	654/73		CR 5-14	To Wellington A1, .27.7.85
O69	Baldwin	7567/85	21.12.85	—	
A70	Dubs	649/73		CR 5-14	To Napier A41, 1883
J70	Vulcan	1007/83	29.2.84	—	
A71	Yorkshire	255/75	15.12.75	CR 22-23	
F72	Yorkshire	246/74	11.75	OR 19/21	

2. P54, P59 and one other privately owned locomotive were erected by Jas Davidson & Co. Dunedin from parts supplied by the Hunslet Engine Co. Ltd. There is doubt concerning the maker's numbers since plates removed from the two engines in later years show No 1 of 1876 on either plate.

J 41 (Dubs 1212 of 1879) pauses at Te Aute on a trial run from Napier to Waipukurau shortly after being transferred from the South Island in October 1887. *(S. A. Rockliff collection)*



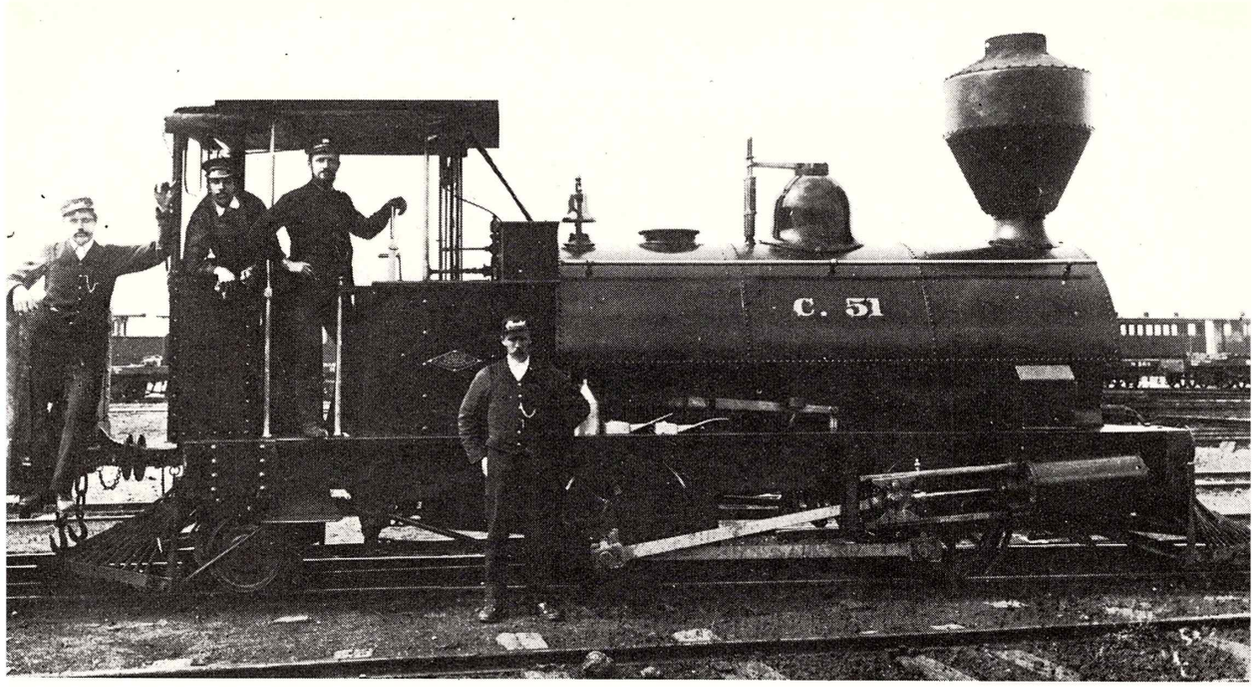
Road Number	Builder	Maker's Number	Date in Service	Former Number	Remarks
F73	Yorkshire	247/74	11.75	OR 20	
F74	Yorkshire	249/74	11.75	OR 19/21	
F75	Avonside	1088/75	10.9.76	CR 24-28	
F76	Avonside	1132/76	14.12.76	CR 24-28	
F77	Avonside	1131/76	29.12.76	CR 24-28	
F78	Avonside	1138/76	1.4.77	CR 24-28	
F79	Avonside	1139/76	9.4.77	CR 24-28	
F80	Avonside	1085/75	11.75	OR 31	
J81	Avonside	1038/74	31.5.75	CR 15-20	
J82	Avonside	1040/74	31.8.75	CR 15-20	
J83	Avonside	1039/74	19.6.75	CR 15-20	
J84	Avonside	1042/74	2.3.76	CR 15-20	
J85	Avonside	1041/74	6.3.76	CR 15-20	
J86	Avonside	1043/74	1.3.76	CR 15-20	
K87	Rogers	2455/77	9.3.78	—	*Lincoln*
K88	Rogers	2454/77	18.3.78	—	*Washington*
M89	Hunslet	142/75	19.12.75	—	Renumbered from M2
M90	Hunslet	141/75	19.12.75	—	Renumbered from M1
L91	Avonside	1199/77	21.6.78	—	
K92	Rogers	2468/78	16.12.78	—	
K93	Rogers	2469/78	16.12.78	—	
K94	Rogers	2470/78	16.12.78	—	
K95	Rogers	2471/78	14.11.78	—	
K96	Rogers	2473/78	19.11.78	—	
K97	Rogers	2474/78	2.11.78	—	
F98	Dubs	1173/78		—	To Greymouth F3, 12.9.85
O98	Baldwin	7566/85	8.1.86	—	
F99	Dubs	1172/78		—	To Nelson F1, 1884
O99	Baldwin	7569/85	11.1.86	—	
F100	Dubs	1171/78	16.5.79	—	To Wanganui F27, 2.5.85
O100	Baldwin	7568/85	22.2.86	—	
T101	Baldwin	4660/79	2.2.80	—	
T102	Baldwin	4661/79	7.2.80	—	
T103	Baldwin	4664/79	19.1.80	—	
T104	Baldwin	4665/79	9.1.80	—	
T105	Baldwin	4666/79	8.2.80	—	
T106	Baldwin	4667/79	8.2.80	—	
J107	Dubs	1212/79	18.9.79	—	To Napier J41, 9.87
P107	Nasmyth Wilson	278/85	20.8.87	—	
J108	Dubs	1213/79	21.9.79	—	To Napier J42, 9.87
D108	Scott	30/87	21.12.87	—	
J109	Dubs	1214/79	21.9.79	—	To Napier J43, 9.87
D109	Scott	34/87	29.12.87	—	
J110	Dubs	1215/79	10.10.79	—	
F111	Dubs	1233/79		—	From Duntroon and Hakataramea Rly
F112	Neilson	241x/78		—	Sold to Waimea Plains Rly, see F23/24
R112	Avonside	1234/79		—	
F113	Neilson	2413/78		—	
F114	Neilson	241x/78		—	Sold to Waimea Plains Rly, see F23/24
V114	Nasmyth Wilson	256/85	6.12.85	—	
J115	Neilson	2460/79	8.10.80	—	
J116	Neilson	2461/79	29.7.80	—	
J117	Neilson	2462/79	9.7.80	—	
J118	Neilson	2463/79	26.7.80	—	
J119	Neilson	2464/79	23.6.80	—	
J120	Stephenson	2367/79	28.6.80	—	
J121	Stephenson	2368/79	28.6.80	—	
J122	Stephenson	2369/79	14.6.80	—	
J123	Stephenson	2370/79	18.8.80	–	
J124	Stephenson	2371/79	10.8.80	—	

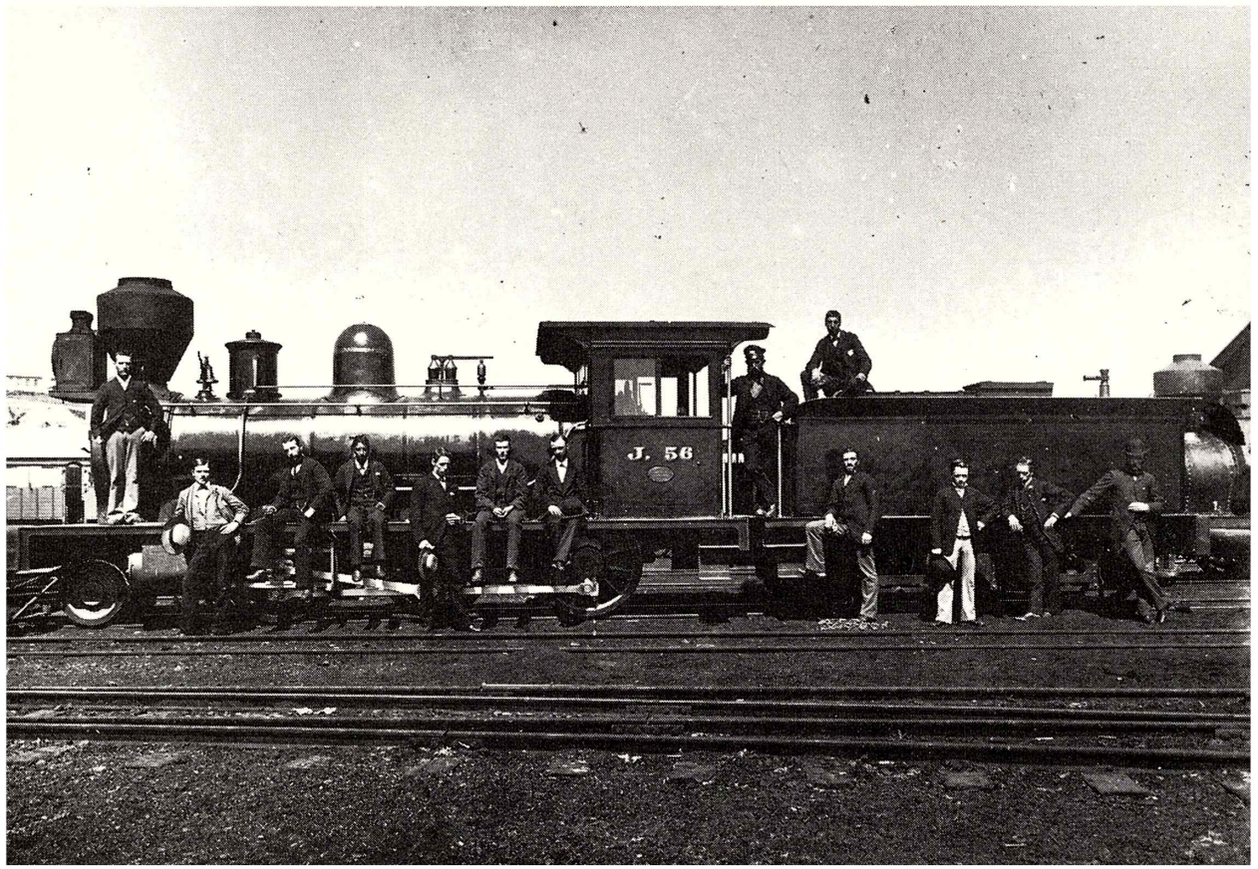
Road Number	Builder	Maker's Number	Date in Service	Former Number	Remarks
V125	Nasmyth Wilson	257/85	1.11.85	—	
V126	Nasmyth Wilson	261/85	10.11.85	—	
V127	Nasmyth Wilson	255/85	3.2.86	—	
V128	Nasmyth Wilson	254/85	22.4.86	—	
V129	Nasmyth Wilson	258/85	30.9.86	—	
D130	Scott	35/87	10.6.88	—	
D131	Scott	38/87	14.1.88	—	
V132	Nasmyth Wilson	253/85	23.6.88	—	
P133	Nasmyth Wilson	280/85	31.3.86	—	
P134	Nasmyth Wilson	274/85	8.2.86	—	
P135	Nasmyth Wilson	275/85	13.2.86	—	
V136	Nasmyth Wilson	252/85	10.6.90	—	
D137	Scott	31/87	13.2.88	—	
D138	Scott	32/87	3.2.88	—	
D139	Scott	33/87	19.1.88	—	
D140	Scott	36/87	27.1.88	—	
D141	Scott	37/87	18.2.88	—	
D142	Scott	39/87	7.3.88	—	

SECTIONAL NUMBERING 1882-1890

Road Number	Builder	Maker's Number	Date in Service	Former[3] Number	1890 Number	Remarks
			NELSON SECTION			
D1	Neilson	1847/74	4.75	128	D143	
D2	Neilson	1849/74	6.75	129	D144	
D3	Neilson	2309/78		D15	D145	From Hurunui Bluff, 12.79
F1	Dubs	1172/78		F99	F146	From Hurunui Bluff, 20.3.85
			PICTON SECTION			
C1	Neilson	1767/73	10.7.74	125	C147	
C2	Neilson	1766/73	10.7.74	11	C148	
D1	Neilson	2307/78		D17	D149	From Hurunui Bluff, 12.79
			GREYMOUTH SECTION			
C1	Neilson	1772/73	17.8.75	131	—	Sold 6.85
C2	Dubs	885/75		132	—	Sold about 1886
F1	Dubs	1371/80	10.82	—	F150	
F2	Avonside	1142/76	9.6.77	F42	F151	From Hurunui Bluff, 1.5.84
F3	Dubs	1173/78		F98	F152	From Hurunui Bluff, 12.9.85
R1	Avonside	1225/78		R31	R153	From Hurunui Bluff, 1882
			WESTPORT SECTION			
C1	Dubs	803/75	5.8.76	126	—	Sold 10.86[4]
C2	Dubs	804/75		127	C158	
C3	Dubs	802/75				From Napier 1882, Sold 9.87[4]
C53	Neilson	1773/73	1.11.75	C53	C53	From Hurunui Bluff, 27.8.88
F4	Dubs	1370/80	5.2.83	—	F154	
F5	Stephenson	2598/86	16.10.86	—	F155	[4]
F6	Vulcan	1181/87	17.9.87	—	F156	[4]
F14	Yorkshire	243/74		F14	F157	From Hurunui Bluff, 12.84

3. PWD South Island 1878 scheme or sectional number for transferred locomotives
4. The two "F" class engines were imported by the Westport Harbour Board but delivered to NZR in exchange for the two "C" engines.





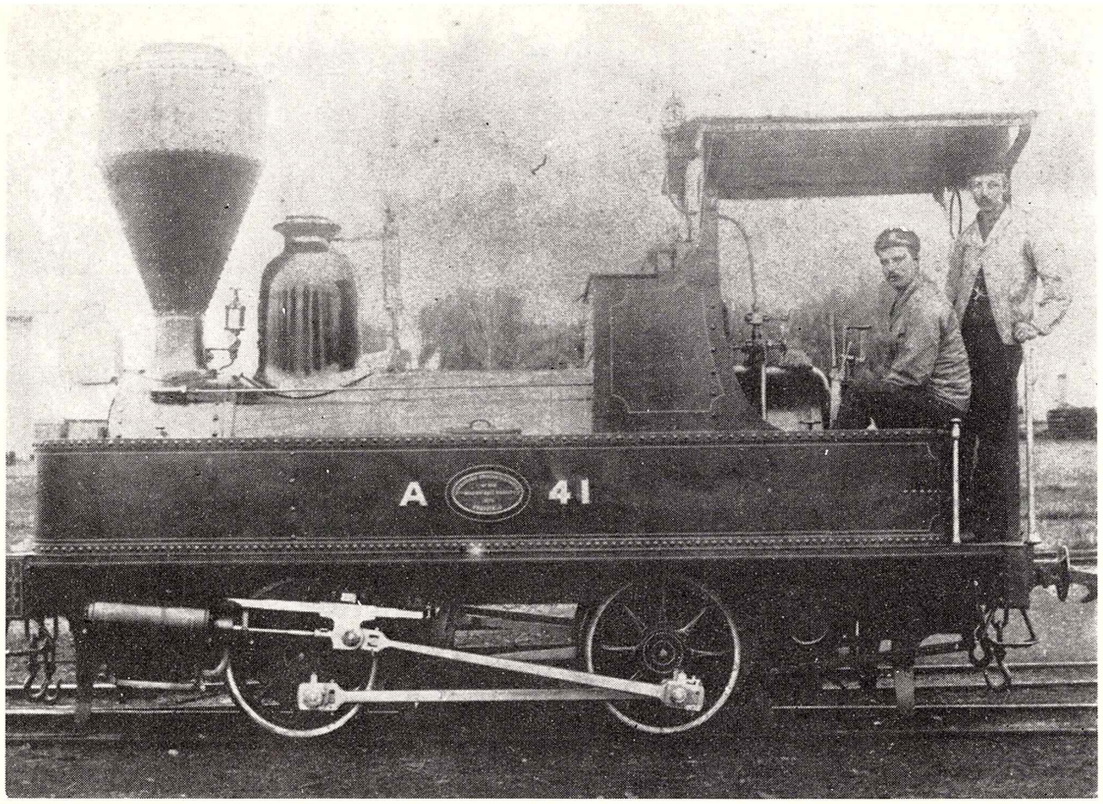
Auckland engines in the 1882 system of numbering. C 51 (Dubs 800 of 1875) (above) and J 56 (Vulcan 1009 of 1883). This style of lettering with a full point between the class letter and number replaced, on the Auckland section, the practice of dividing the letter and number by the maker's plate. On the Napier section, however, the earlier style persisted. *(S. A. Rockliff collection)*

Road Number	Builder	Maker's Number	Date in Service	Former[5] Number	1890 Number	Remarks
			WELLINGTON SECTION			
A1	Dubs	654/73		A69	A220	From Hurunui Bluff, 27.7.85
A2	Dubs	655/73		A60	A193	From Hurunui Bluff, 6.6.86
C1	Neilson	1771/73		C31	C194	From Hurunui Bluff, 1.1.86
C1	Neilson	1764/73	4.74	32	—	Sold 1883
D1	Neilson	1846/74	16.11.74	33	D195	
D2	Neilson	1845/74	16.11.74	34	D196	
D3	Neilson	1844/74		17	D197	
D4	Neilson	2561/80	16.3.81	—	D198	
H1	Avonside	1075/75	1.1.77	35	H199	
H2	Avonside	1074/75	16.10.78	36	H200	
H3	Avonside	1072/75	17.10.78	37	H201	
H4	Avonside	1073/75	18.11.78	38	H202	
H5	Neilson	3469/86	1.11.86	—	H203	
H6	Neilson	3468/86	9.8.86	—	H204	
L1	Avonside	1200/77	8.6.78	39	L205	
L2	Avonside	1201/77	19.6.78	40	L206	
L3	Avonside	1205/77	17.8.78	41	L207	
L4	Avonside	1206/77	10.9.78	42	L208	
L21	Avonside	1207/77		30	L219	From Wanganui, 15.4.88
R1	Avonside	1221/78	1.7.79	—	R209	
R2	Avonside	1226/78	4.3.80	—	R210	
R3	Avonside	1222/78	7.79	—	R273	To Auckland R53, 1883
R3	Avonside	1223/78	9.7.79	R30	R211	From Hurunui Bluff, 17.4.84
S1	Avonside	1279/80	13.4.82	—	S212	
S2	Avonside	1280/80	17.7.82	—	S213	
S3	Avonside	1284/81	20.7.83	—	S214	
S4	Avonside	1283/81	18.2.85	—	S215	
S5	Avonside	1285/81	25.2.85	—	S216	
S6	Avonside	1281/80	31.7.86	—	S217	
S7	Avonside	1282/80	21.5.87	—	S218	
			WANGANUI AND NEW PLYMOUTH SECTIONS			
A21	Dubs	646/73	6.74	43	(A192)	Sold 12.89[6]
A22	Dubs	645/73	6.74	44	—	Sold c1888,[6] see A215 1890 list
A23	Dubs	650/73		A61	A161	From Hurunui Bluff, 1883 to Auckland A51; 4.85
B27	Avonside	1044-5/74	5.4.75	B27	B165	From Hurunui Bluff, 3.7.85
C21	Neilson	1765/73	4.74	45	C166	[6]
C22	Dubs	801/75		46	C167	[6]
C23	Neilson	1769/73		C22	C168	[6]From contractor 9.84, previously Hurunui-Bluff
D21	Neilson	1848/74	4.74	D51	D169	[6]From Hurunui Bluff, 16.4.81
D22	Neilson	2563/80	21.5.81	—	D170	[6]
D23	Neilson	2562/80	28.5.81	—	D171	[6]
D24	Neilson	2564/80	5.81	—	D6	[6]To Hurunui Bluff D6, 1886
E21	Avonside	1070-1/75		23	E172	
E22	Avonside	1068-9/75	9.2.76	24	E173	
E23	Avonside	1066-7/75	18.10.77	31	E174	
E24	Vulcan	637/72	10.9.72	E26	E175	From Hurunui Bluff, 11.83
E25	Avonside	1062-3/75	13.3.76	E25	E176	From Hurunui Bluff, 1.11.86
E26	Avonside	1060-1/75	11.12.75	E23	E177	From Hurunui Bluff, 1.11.86
E27	Avonside	1064-5/75	5.1.76	E24	E178	From Hurunui Bluff, 1.11.86

5. PWD North Island 1878 list or former sectional number for transferred locomotives.
6. New Plymouth locomotive, see the numbering instruction page 28, The New Plymouth and Wanganui sections were linked in March 1885.

Road Number	Builder	Maker's Number	Date in Service	Former[5] Number	1890 Number	Remarks
F21	Yorkshire	245/74	6.75	25	F179	
F22	Yorkshire	244/74	6.75	26	F180	
F23	Avonside	1084/75	8.76	27	F181	[7]
F24	Avonside	1136/76	3.77	28	F182	[7]
F25	Avonside	1135/76	3.77	29	F183	[7]
F26	Dubs	1372/80	19.2.81	—	F184	
F27	Dubs	1171/78	16.5.79	F100	F185	From Hurunui Bluff, 2.5.85
F28	Yorkshire	242/74		F13	F186	From Hurunui Bluff, 2.3.86
L21	Avonside	1207/77		30	L219	To Wellington L21, 15.4.88
R21	Avonside	1224/78	2.6.79	—	R187	
R22	Avonside	1227/78	28.7.79	—	R188	
R23	Avonside	1228/78	25.8.79	—	R189	
R24	Avonside	1230/78	10.9.79	—	R190	
R25	Avonside	1231/79	15.1.80	—	R191	
			NAPIER SECTION			
A41	Dubs	649/73		A70	—	From Hurunui Bluff, 1883 Sold 1886
A41	Yorkshire	256/75		A63	A237	From Hurunui Bluff, 6.3.86
C	Neilson	1770/73	10.74	1/20	—	To Hurunui Bluff C6, 1882
C	Neilson	1771/73	10.74	2/21	—	To Hurunui Bluff C31, 1882
C	Dubs	802/75		4/22	—	To Westport, 1882
D41	Neilson	2565/80	5.81	—	D221	
D42	Neilson	2566/80	6.81	—	D222	
F40	Stephenson	2595/85	8.86	—	F223	
F41	Avonside	1086/75		18	F224	
F42	Avonside	1089/75		19	F225	
F43	Dubs	1169/78	3.79	46	F226	
F44	Dubs	1170/78	4.79	47	F227	
F45	Dubs	1365/80	4.82	—	F228	
F46	Dubs	1369/80	7.81	F66	F229	From Auckland, 11.83
F47	Dubs	1364/80	7.81	F65	F230	From Auckland, 7.84
F48	Black Hawthorn	277/73	6.74	F34	F231	From Hurunui Bluff, 5.12.84
F49	Yorkshire	248/74	4.75	F35	F232	From Hurunui Bluff, 4.86
F50	Stephenson	2593/85	9.8.86	—	F233	
J41	Dubs	1212/79	18.9.79	J107	J234	From Hurunui Bluff, 9.87
J42	Dubs	1213/79	21.9.79	J108	J235	From Hurunui Bluff, 9.87
J43	Dubs	1214/79	21.9.79	J109	J236	From Hurunui Bluff, 9.87
			AUCKLAND SECTION			
			Comprising railways at Auckland, Whangarei, Kaipara, Kawakawa and the Thames Valley and Rotorua Rly Co.			
A51	Dubs	650/73		A23	A161	[8]From Wanganui, 10.4.85
B51	Avonside	1022-3/74	9.74	1/10	B238	
C51	Dubs	800/75	9.76	15	C239	[9]
D51	Neilson	1843/74	9.74	16	D240	[9]
F51	Neilson	1706/72	14.2.73	2	F241	
F52	Stephenson	2086/73	10.73	1	F242	
F53	Stephenson	2085/73	10.73	5	F243	
F54	Stephenson	2087/73	10.73	6	F244	
F55	Yorkshire	239/74	11.74	3	F164	To Whangarei, 8.80
F56	Yorkshire	240/74	11.74	4	F245	

5. PWD North Island 1878 list or former sectional number for transferred locomotives.
7. Foxton section engines, before that section was linked to Wanganui.
8. Kawakawa section engines
9. Kaipara section engines



One of the two Yorkshire "A" class locomotives (No. 256 of 1875) as Napier section A 41. She was sent to Napier in 1886 to replace the previous A 41 a Dubs engine (No. 649 of 1873) which had been sold. *(T. A. McGavin collection)*

An over-gauge load! Napier section F 47 held up in a cutting between Tahoraiti and Dannevirke one Sunday in June 1887. *(S. A. Rockliff collection)*

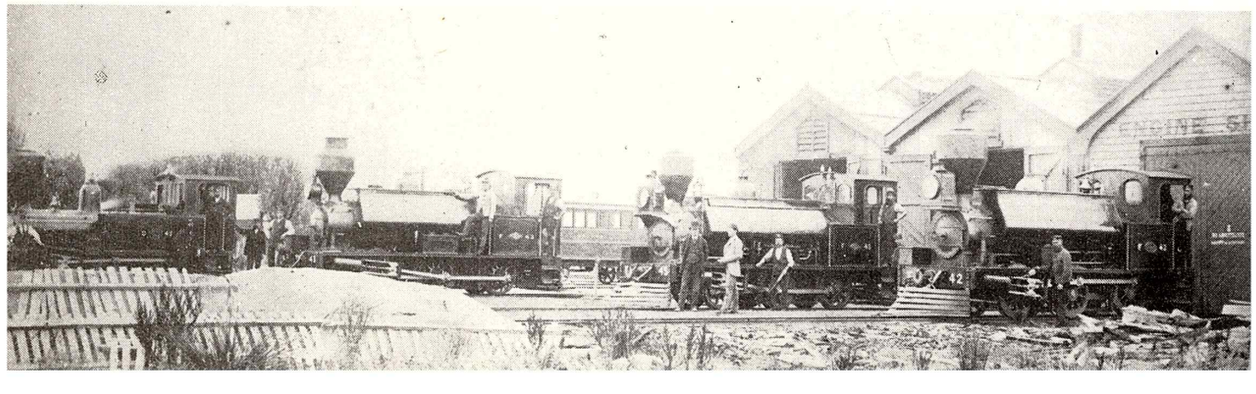
Road Number	Builder	Maker's Number	Date in Service	Former[5] Number	1890 Number	Remarks
F57	Vulcan	735/75	9.75	7	F246	
F58	Vulcan	737/75	9.75	8	F247	
F59	Vulcan	736/75	9.75	9	F248	
F60	Dubs	1362/80	7.81	—	F249	
F61	Dubs	1363/80	9.81	—	F162	To Whangarei, 9.81
F62	Dubs	1368/80	7.81	—	F250	
F63	Dubs	1367/80	7.81	—	F163	To Whangarei, 1885
F64	Dubs	1366/80	8.81	—	F251	
F65	Dubs	1364/80	7.81	—	F230	To Napier F47, 7.84
F66	Dubs	1369/80	7.81	—	F229	To Napier F46, 11.83
F67	Avonside	1092/76	2.77	—	F159	[8],[10]
F68	Avonside	1087/75	2.77	—	F160	[8],[10]
F65	Dubs	1884/84	4.85	—	F252	[11]
F66	Dubs	1885/84	5.85	—	F253	[11]
F69	Dubs	1886/84	11.84	—	F254	[11]
F70	Dubs	1887/84	5.85	—	F255	[11]
F71	Stephenson	2599/86	11.86	—	F256	
F72	Stephenson	2600/86	12.86	—	F257	
J51	Vulcan	1001/83	11.83	—	J258	
J52	Vulcan	998/83	12.83	—	J259	
J53	Vulcan	1003/83	11.83	—	J260	
J54	Vulcan	1005/83	12.83	—	J261	
J55	Vulcan	1006/83	1.84	—	J262	
J56	Vulcan	1009/83	1.84	—	J263	
L51	Avonside	1208/77	7.78	11	L264	
L52	Avonside	1202/77	7.78	12	L265	
L53	Avonside	1203/77	7.78	13	L266	
L54	Avonside	1204/77	7.78	14	L267	
P51	Nasmyth Wilson	272/85	5.87	—	P268	
P52	Nasmyth Wilson	273/85	5.87	—	P269	
P53	Nasmyth Wilson	276/85	2.87	—	P270	
R51	Avonside	1219/78	7.79	—	R271	
R52	Avonside	1220/78	7.79	—	R272	
R53	Avonside	1222/78	7.79	R3	R273	From Wellington, 3.83

5. PWD North Island 1878 list or former sectional number for transferred locomotives.
8. Kawakawa section engines

10. The Bay of Islands Coal Company built a 4ft 8½in. gauge line and used the former Auckland and Drury Railway locomotives until 1877, when the line was converted to 3ft 6in. gauge. These two locomotives commenced work for the company in February 1877. The Government altered the gauge of the railway but the company worked the line until 1884. The engines were returned to NZR service, F67 on 10 January 1884 and F68 on 7 April 1884. This was the first part of the Kawakawa section.

11. Thames Valley and Rotorua Railway Company's locomotives.

Napier engine sheds about 1883 with D 42, F 43, F 45 and F 42 in the 1882 system. On the Napier section at this time each class of locomotive was numbered from 41 onwards. *(S. A. Rockliff collection)*



CHAPTER SIX

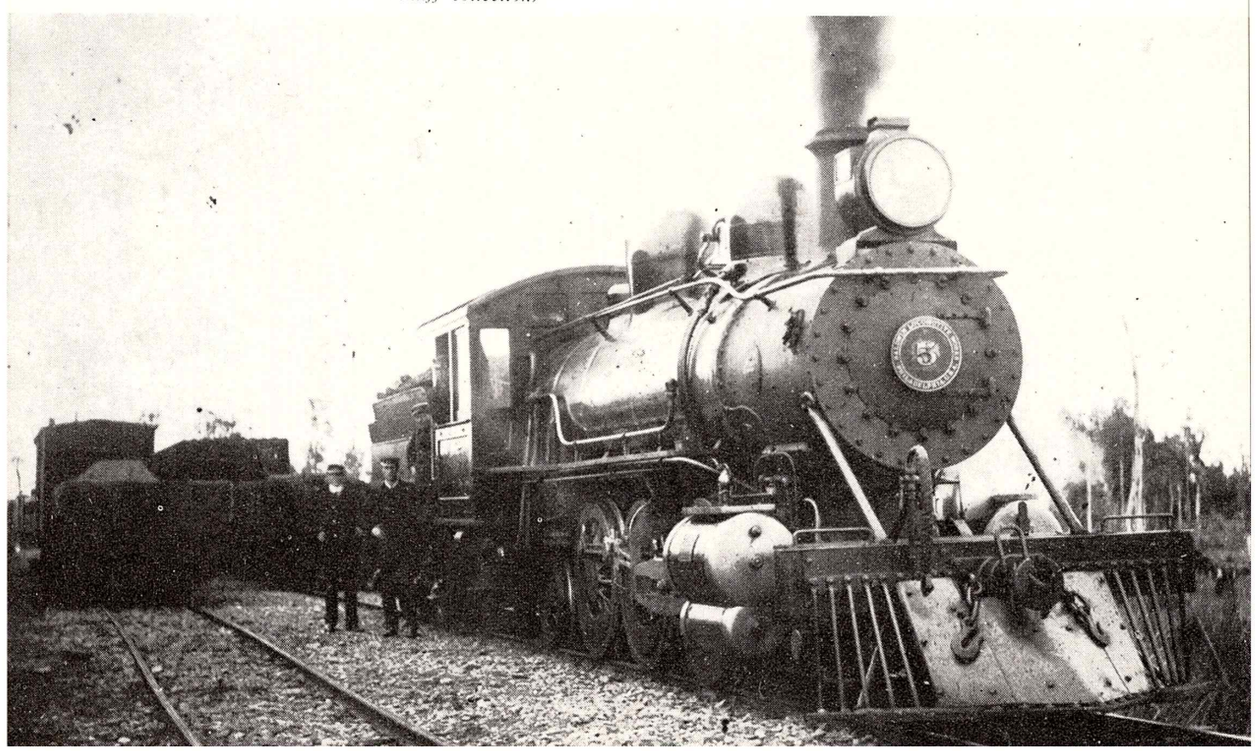
STEAM LOCOMOTIVE NUMBERING 1890-1971

The 1882 scheme of numbering failed because the block of numbers allocated to each section did not allow for expansion. As early as April 1884 officers at Napier reported that the allocation of numbers for open wagons had been exhausted. In August 1886 these same officers drew attention to the fact that ten "F" class engines had been numbered as instructed, F41 to F50, and questioned how the eleventh then being erected should be numbered. Head Office decreed that a sequence backwards from 40 to 35 could be used for this class at Napier. Although this was the only case the point was taken. About the middle of 1888 preparation began for the final scheme. Henceforth all steam engines have been numbered in this list and with few exceptions a locomotive retained its number throughout its working life. In the 1890 list the Hurunui Bluff locomotives retained their existing numbers and the other sections renumbered in the following ranges:- Nelson 143-146, Picton 147-149, Greymouth 159-153, Westport 154-158, Kawakawa 159-161, Whangarei 162-164, Wanganui 165-192, Wellington 193-220, Napier 221-237 and Auckland 238-273. As the older locomotives were taken out of service their numbers were re-allocated to new engines.

The Government purchased the New Zealand Midland Railway Company Ltd in 1900, and the Wellington and Manawatu Railway Company Ltd in 1908. These lines became part of the Railways Department's system and the locomotives were numbered in the 1890 list.

The company lists follow.

Wellington and Manawatu Railway Co. No. 5 (Baldwin 19797 of 1901) at Shannon. This loco became Nc 461 when the line was taken over by the NZR in 1908. *(S. A. Rockliff collection)*



THE NEW ZEALAND MIDLAND RAILWAY COMPANY LTD

Road Number	Name	Builder	Maker's Number	Date in Service	NZR No and class
1	*Reefton*	Nasmyth Wilson	311/87	8.87	La310
2	*Christchurch*	Nasmyth Wilson	315/87	12.87	La311
3	*Nelson*	Nasmyth Wilson	322/87	7.88	La312
4		Nasmyth Wilson	323/87	30.6.90	La313
5		Nasmyth Wilson	312/87	23.11.92	La314
6		Scott	40/90	4.9.90	D315

THE WELLINGTON AND MANAWATU RAILWAY COMPANY LTD

Road Number	Builder	Maker's Number	Date in Service	NZR No and class	Remarks
1	Manning Wardle	920/84		Wh447	
2	Manning Wardle	921/84		Wh448	
3	Manning Wardle	922/84		—	Sold 1901
4	Manning Wardle	923/84		Wh449	
5	Manning Wardle	924/84		—	Sold 1901
3	Baldwin	23596/04	7.04	Wj466	
5	Baldwin	19797/01	8.5.02	Nc461	
6	Nasmyth Wilson	282/85		V450	
7	Nasmyth Wilson	283/85		V451	
8	Nasmyth Wilson	284/85		V452	
9	Baldwin	12104/91		N453	
10	Baldwin	12106/91		N454	
11	Baldwin	9018/88	9.88	Ob455	Formerly No 9
12	Baldwin	9021/88	9.88	Ob456	Formerly No 10
13	Baldwin	13908/94	6.8.94	Oa457	
14	Baldwin	13913/94		Na459	
15	Baldwin	15054/96	10.97	Na460	
16	Baldwin	15055/96	20.6.97	Oc458	
17	Baldwin	19796/01	10.6.02	Bc463	
18	Baldwin	23594/04	9.04	Nc462	
19	Baldwin	24086/04	10.11.04	Ud464	
20	Baldwin	24087/04	7.12.04	Ud465	

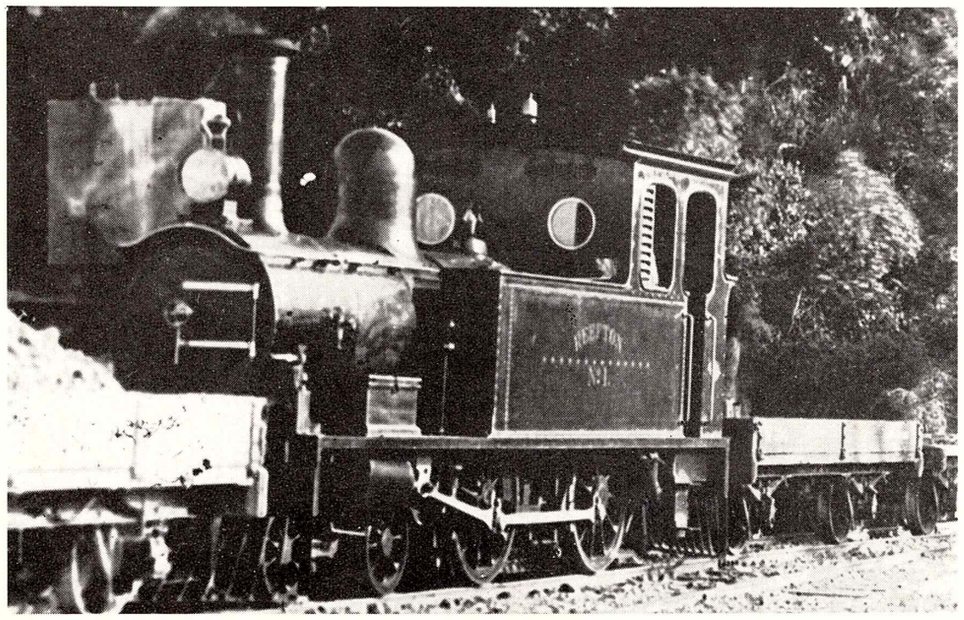
LOCOMOTIVE REBUILDING

For several years about the turn of the century some locomotives issued from NZR workshops bearing new works numbers were said to be rebuilds of earlier machines. It is evident from the considerable differences that little, if any, of the original was used in the new engines. Consequently these have been treated in the table as new engines and no mention made of the "rebuilding".

During the 1890s several of the "F" class engines were renewed as class "Fa" 0-6-0T, but were then found to be deficient in fuel capacity and were subsequently converted to 0-6-2T of class "Fb". Upon the conversion of the whole class the classification was changed back to "Fa". The metamorphosis of the Avonside 2-4-0T into 4-4-2T similarly required four steps in classification—"L". "La". "Lb". and "L". It is worth noting that locomotives of the original type long outlasted the renewals and conversions.

The altering of the class "B" 4-8-0 tender engines into "We" 4-6-4 tank engines involved little more than the addition of side-tanks, bunker and rear bogie, whilst the removal of these items converted the "Wab" Baltic tanks into "Ab"' Pacifics.

The New Zealand Midland Railway Co. Ltd was taken over by the Government in 1895. No. 2, *Christchurch*, became La 311, while No. 1, *Reefton*, became La 310. (Nasmyth Wilson 315 and 311 of 1887.) *(S. A. Rockliff collection. Napier Museum courtesy of A. C. Bellamy)*



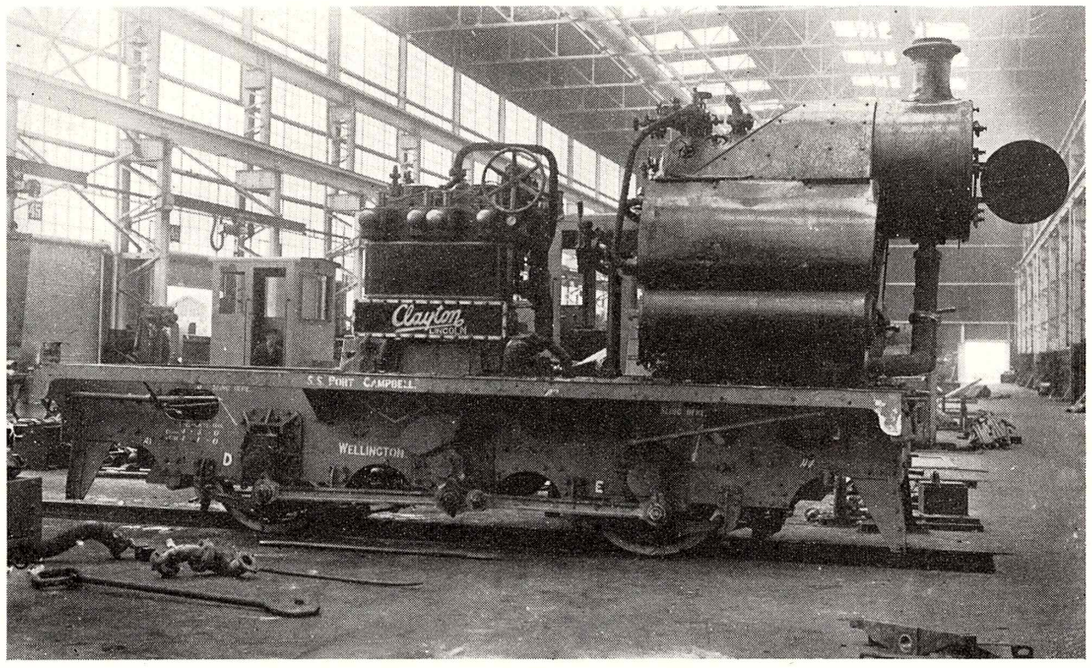
THE 1890 LIST

In this table the "road number" is the number by which the locomotive was known in service. In general it was the practice to precede the number by the class letter. "Type" denotes the wheel arrangement in the Whyte notation (4-6-2 indicates a locomotive having four leading bogie wheels, six coupled driving wheels and two trailing wheels). Reference to chapter nine will provide the full name of the builder. "Written off" indicates the date the locomotive was formally removed from the department's stock list. Many locomotives ceased work about the time they were written off. Some, for instance the "X" class had done little or no work for up to five years prior to the date shown, others notably the "E" Fairlies lasted as much as a quarter of a century after official removal from the list. The remarks column gives details, usually by footnote, of major alterations, reclassifications and renumberings, it also details where a locomotive was sold for further service (sold) or for preservation (preserved). Full details of locomotive sales are shown at chapter eight.

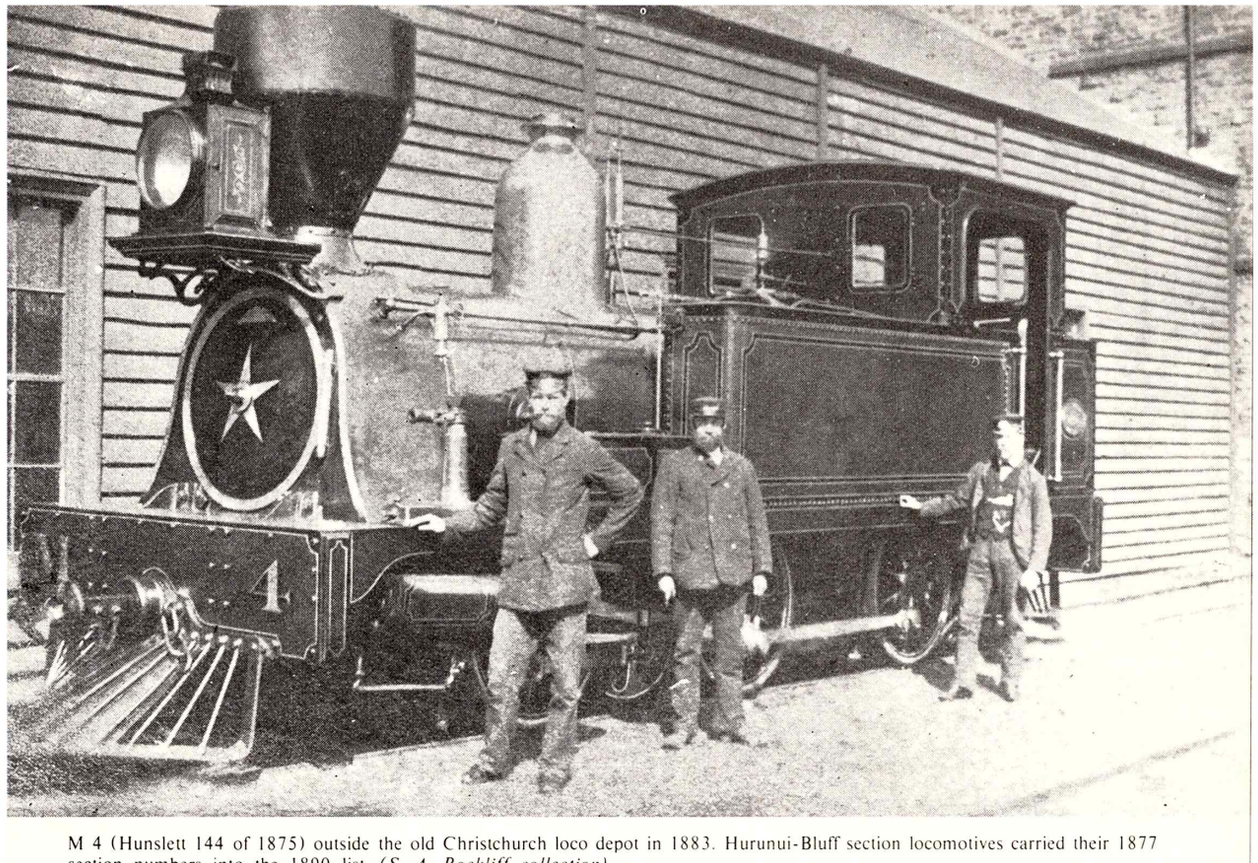
Footnotes in this list are printed on Pages 80-87

THE 1890 LIST

Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
1 F	0-6-0T	Avonside	1095/76		1929	
1 D	0-4-0T	Clayton	AW637/29		1936	
2 F	0-6-0T	Avonside	1141/76		2.54	Sold
3 M	0-6-0T	Hunslet	143/75		10.28	[1]
4 M	0-6-0T	Hunslet	144/75	7.76	9.24	[1]
5 C	0-4-2T	Neilson	1768/73	1.74	1892	Sold
5 A	0-4-0T	Dubs	647/73		1896	Sold, see A67
5 F	0-6-0T	Stephenson	2611/86		1.57	[2]
6 D	2-4-0T	Neilson	2564/80	5.81	1917	Sold
7 F	0-6-0T	Avonside	1134/76		3.29	

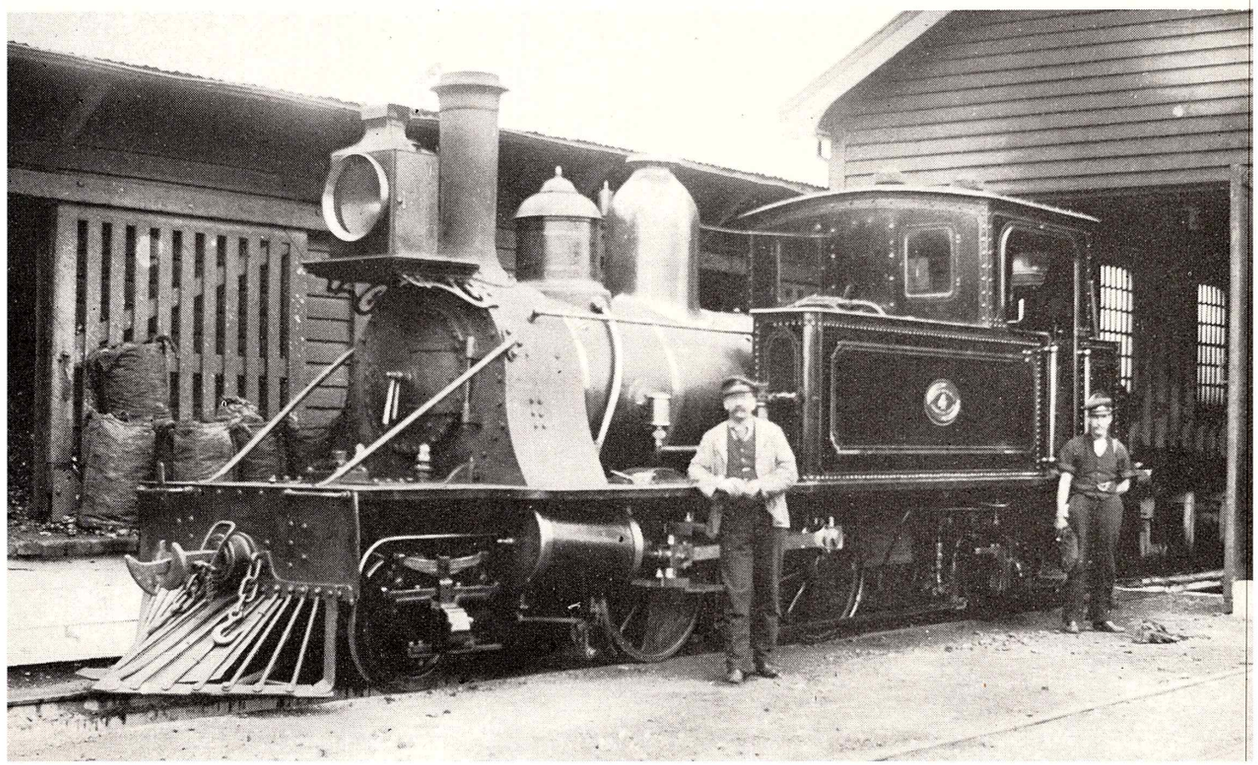


D 1 high-pressure locomotive (Clayton AW 637 of 1929) being erected at Hutt Shops. This machine represented another unsuccessful attempt to produce a "rail motor" suitable for lightly patronised passenger services. It was soon banished to shunting duties at Otahuhu shops where it was dismantled by 1936. *(A. P. Godber)*



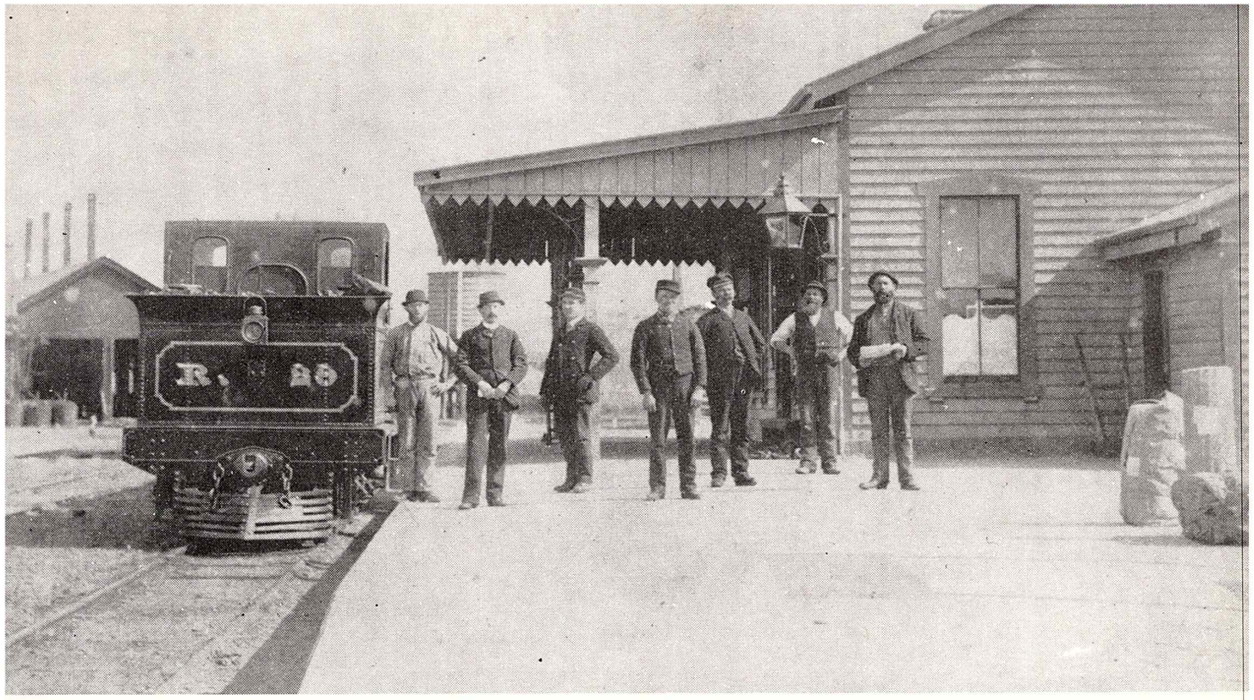
M 4 (Hunslett 144 of 1875) outside the old Christchurch loco depot in 1883. Hurunui-Bluff section locomotives carried their 1877 section numbers into the 1890 list. *(S. A. Rockliff collection)*

The same locomotive at Palmerston North about the turn of the century after rebuilding to give a lighter axle loading. The cast numberplate was a departure from standard in that it stated "rebuilt at Addington Workshops". *(A. P. Godber)*



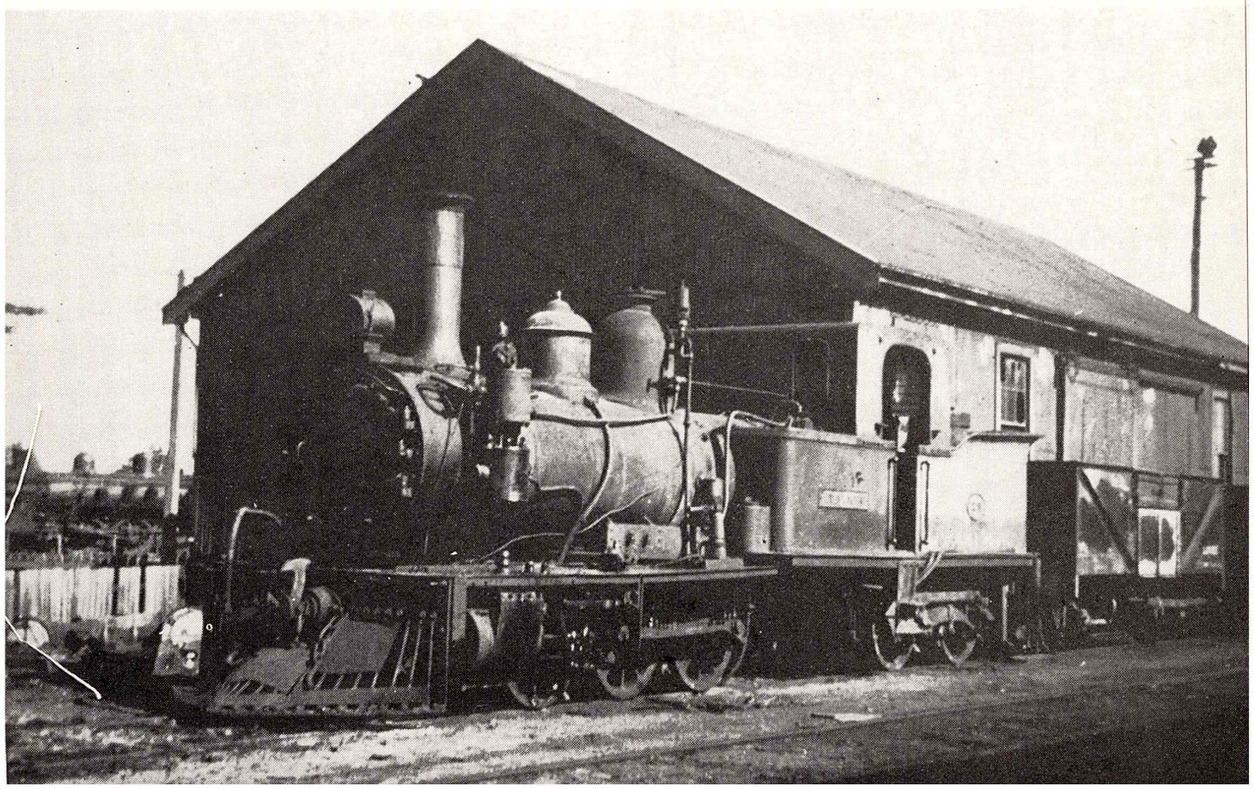
42 Steam Locomotive Numbering 1890-1971

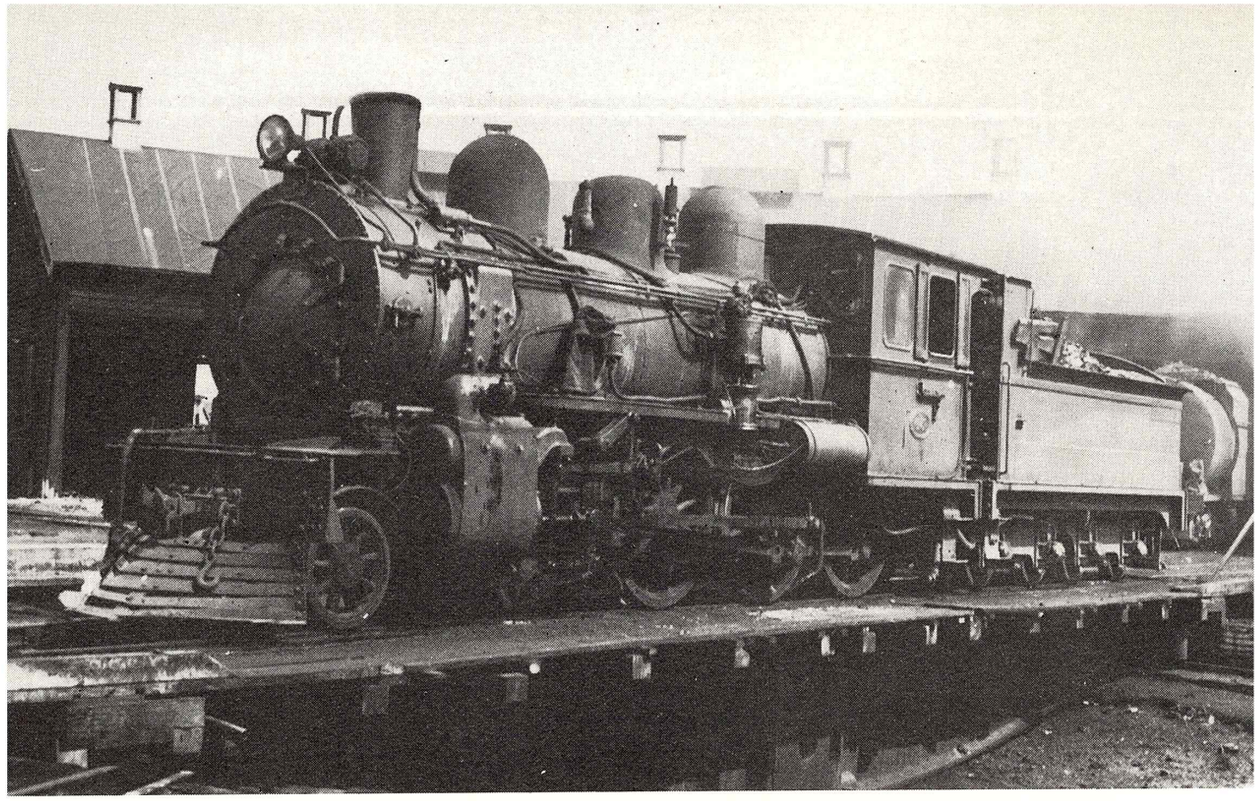
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
8 F	0-6-0T	Avonside	1133/76		1.57	
9 F	0-6-0T	Avonside	1137/76		1897	
9 Fb	0-6-2T	NZR Addington	18/97		1943	Sold [3]
10 F	0-6-0T	Avonside	1094/76		1893	
10 Fa	0-6-0T	NZR Addington	7/93		1919	Sold [3]
11 F	0-6-0T	Neilson	1691/72	1.5.73	7.32	
12 F	0-6-0T	Yorkshire	241/74		6.57	Sold
13 F	0-6-0T	Neilson	1692/72	20.12.73	10.10.64	Preserved
14 J	2-6-0	Vulcan	1076/83	17.8.85	9.33	
15 J	2-6-0	Vulcan	1000/83	3.12.83	3.35	
16 D	2-4-0T	Neilson	2306/78		9.18	Sold
17 Q	2-4-4T	Rogers	2512/78	8.79	1898	
17 Ub	4-6-0	Alco (Brooks)	3925/01	4.12.01	14.10.33	
18 D	2-4-0T	Neilson	2308/78		1920	Sold
19 F	0-6-0T	Avonside	1093/76	27.9.76	1.57	
20 F	0-6-0T	Neilson	2412/78	7.8.79	6.57	
21 F	0-6-0T	Neilson	2410/78	1.9.79	7.32	
22 R	0-6-4T	Avonside	1233/79		11.32	
23 F	0-6-0T	Neilson	2414/78		3.31	
24 F	0-6-0T	Neilson	2411/78		2.29	
25 P	2-8-0	Nasmyth Wilson	281/85	2.5.87	10.28	
26 J	2-6-0	Vulcan	999/83	4.12.83	3.30	
27 N	2-6-2	Baldwin	7576/85	30.10.85	11.27	[4]
28 R	0-6-4T	Avonside	1217/78	23.5.79	1934	Sold
29 R	0-6-4T	Avonside	1218/78	24.5.79	7.33	Sold
30 N	2-6-2	Baldwin	7571/85	12.11.85	8.33	
31 O	2-8-0	Baldwin	7572/85	12.12.85	5.22	
32 R	0-6-4T	Avonside	1229/78	23.8.79	3.29	
33 R	0-6-4T	Avonside	1232/79		8.17	Sold
34 N	2-6-2	Baldwin	7575/85	10.11.85	2.33	
35 V	2-6-2	Nasmyth Wilson	259/85	5.5.86	3.28	
36 N	2-6-2	Baldwin	7579/85	10.11.85	3.29	
37 N	2-6-2	Baldwin	7573/85	9.12.85	11.26	
38 F	0-6-0T	Neilson	1841/73	1.7.74	8.32	
39 F	0-6-0T	Neilson	2409/78	5.6.79	6.57	
40 F	0-6-0T	Avonside	1090/76	4.8.76	7.9.34	Sold
41 F	0-6-0T	Avonside	1140/76		1893	
41 Fa	0-6-0T	NZR Addington	8/93	9.12.93	18.11.37	Sold [3]
42 N	2-6-2	Baldwin	7574/85	9.12.85	3.34	
43 F	0-6-0T	Avonside	1143/76	1.4.77	6.53	Sold
44 F	0-6-0T	Avonside	1091/76	1.9.76	1.57	
45 F	0-6-0T	Avonside	1144/76	7.9.77	11.33	
46 D	2-4-0T	Dubs	1168/78	28.1.79	1920	Sold
47 D	2-4-0T	Dubs	1166/78	24.1.79	1917	Sold
48 D	2-4-0T	Dubs	1167/78	29.1.79	1925	Sold
49 D	2-4-0T	Dubs	1165/78	2.79	1919	Sold
50 D	2-4-0T	Dubs	1164/78	4.2.79	1900	Sold
50 Wa	2-6-2T	NZR Hillside	47/02	11.02	11.33	
51 Q	2-4-4T	Rogers	2510/78	8.79	31.3.97	
51 U	4-6-0	NZR Addington	20/98		3.56	
52 P	2-8-0	Nasmyth Wilson	277/85	28.5.87	3.29	
53 C	0-4-2T	Neilson	1773/73	1.11.75	1920	Sold
54 O	2-8-0	Baldwin	7565/85	12.12.85	5.22	
55 G	4-4-0T	Black Hawthorn	278/73	1.1.75	24.7.15	Sold
55 Bb	4-8-0	Price	83/17	1.17	7.65	
56 G	4-4-0T	Black Hawthorn	282/73	1.1.75	20.7.18	Sold
57 G	4-4-0T	Black Hawthorn	281/73	3.1.75	23.6.17	Sold
58 G	4-4-0T	Black Hawthorn	279/73	2.1.75	1918	Sold
59 J	2-6-0	Vulcan	1002/83	12.1.84	10.33	
60 P	2-8-0	Nasmyth Wilson	279/85	6.7.87	31.3.27	



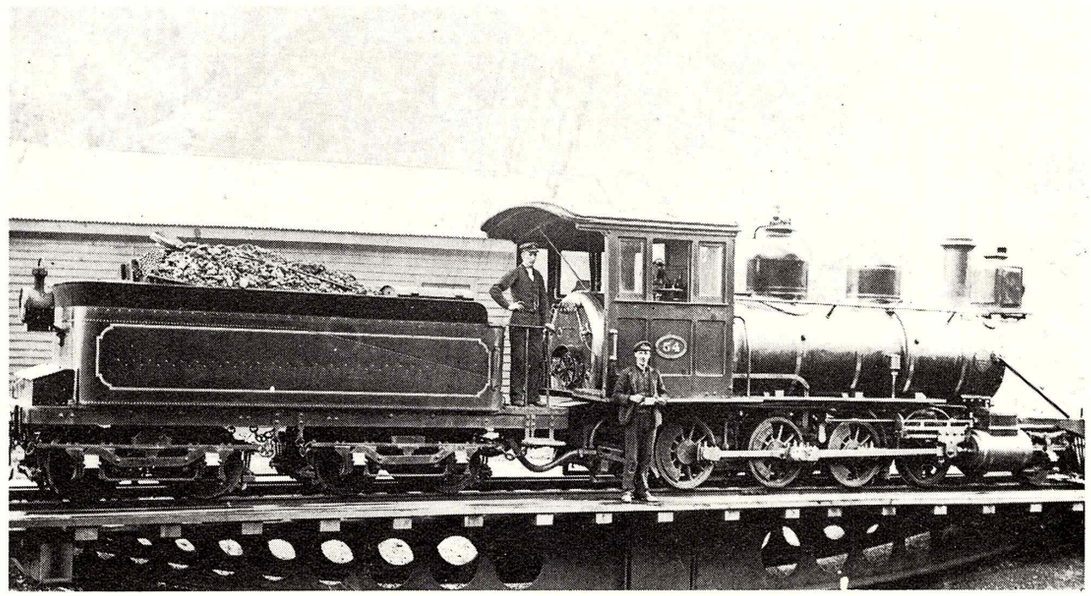
R 29 (Avonside 1218 of 1878) at Balclutha probably in the 1890's showing a particularly conspicuous style of numbering. *(S. A. Rockliff collection)*

Half a century later, despite having been written off for ten years, R 29 was still at work on the coal shunt at Frankton Junction loco depot when this photograph was taken in 1943. *(J. A. T. Terry)*



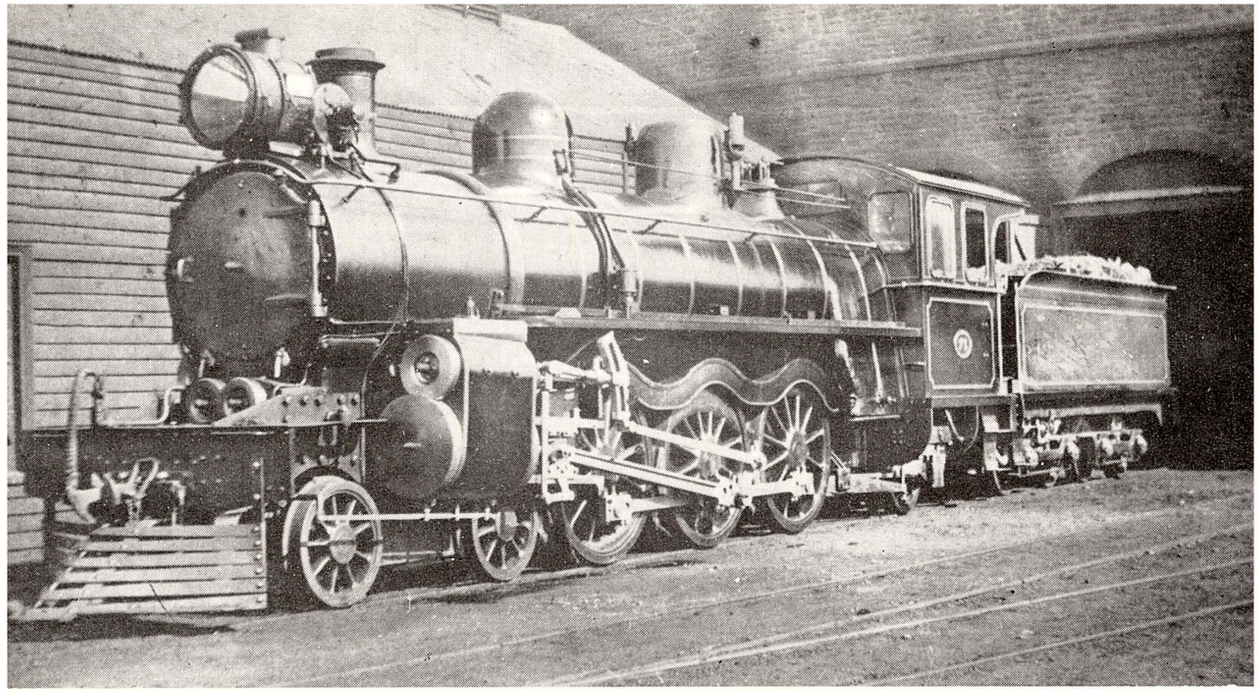


U 65 (Addington No. 21 of 1898). The one-time express passenger locomotive had been relegated to branch-line and shunting service for many years before this photograph was taken at the Invercargill roundhouse in 1950. She was the last of her class when scrapped in 1959. *(J. A. T. Terry)*

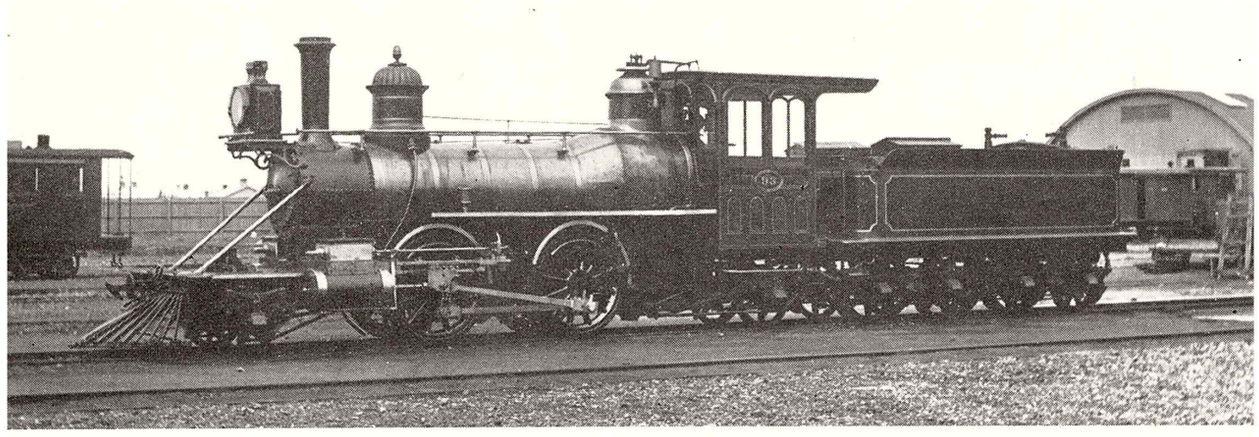


O 54 (Baldwin 7565 of 1885) at Cross Creek. The driver sat alongside the firebox while the fireman shovelled from the footplate on the tender. *(S. A. Rockliff collection)*

Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
61 J	2-6-0	Vulcan	1004/83	10.1.84	31.3.29	
62 A	0-4-0T	Dubs	656/73	1.1.75	3.2.06	See A196 [5]
62 Wf	2-6-4T	NZR Hillside	84/08		6.56	
63 V	2-6-2	Nasmyth Wilson	260/85	22.4.86	31.3.27	
64 A	0-4-0T	Dubs	651/73	1.1.75	1890	Sold
64 Wa	2-6-2T	NZR Addington	3/92	3.92	3.29	
65 A	0-4-0T	Dubs	653/73	12.6.75	1896	Sold
65 U	4-6-0	NZR Addington	21/98	7.98	10.59	
66 A	0-4-0T	Dubs	648/73	1.2.75	1904	Sold
66 E	2-6-6-0T	NZR Petone	69/05	23.2.06	1917	
67 A	0-4-0T	Dubs	647/73	2.2.75	1891	Sold, [6]
67 Wa	2-6-2T	NZR Addington	4/92	3.92	11.41	Sold
68 A	0-4-0T	Dubs	652/73	1.6.75	1900	Sold
68 Wa	2-6-2T	NZR Hillside	48/03	3.03	8.59	Preserved
69 O	2-8-0	Baldwin	7567/85	21.12.85	5.22	
70 J	2-6-0	Vulcan	1007/83	29.2.84	2.29	
71 A	0-4-0T	Yorkshire	255/76	15.12.75	1905	Sold
71 A	4-6-2	NZR Addington	70/06	3.7.06	3.69	[7]
72 F	0-6-0T	Yorkshire	246/74	11.75	9.53	Sold
73 F	0-6-0T	Yorkshire	247/74	11.75	3.29	
74 F	0-6-0T	Yorkshire	249/74	11.75	6.57	
75 F	0-6-0T	Avonside	1088/75	10.9.76	1925	Sold
76 F	0-6-0T	Avonside	1132/76	14.12.76	1930	
77 F	0-6-0T	Avonside	1131/76	29.12.76	5.7.32	
78 F	0-6-0T	Avonside	1138/76	1.4.77	10.54	
79 F	0-6-0T	Avonside	1139/76	9.4.77	20.3.31	
80 F	0-6-0T	Avonside	1085/75	11.75	1931	Sold
81 J	2-6-0	Avonside	1038/74	31.5.75	22.8.33	
82 J	2-6-0	Avonside	1040/74	31.8.75	3.29	
83 J	2-6-0	Avonside	1039/74	19.6.75	1.35	
84 J	2-6-0	Avonside	1042/74	2.3.76	3.31	
85 J	2-6-0	Avonside	1041/74	6.3.76	3.30	
86 J	2-6-0	Avonside	1043/74	1.3.76	31.3.27	
87 K	2-4-2	Rogers	2455/77	9.3.78	5.22	
88 K	2-4-2	Rogers	2454/77	18.3.78	11.26	
89 M	0-6-0T	Hunslet	142/75	19.12.75	9.24	[1]
90 M	0-6-0T	Hunslet	141/75	19.12.75	10.28	[1]
91 L	2-4-0T	Avonside	1199/77	21.6.78	10.00	[18]
91 L	4-4-2T	NZR Hillside	42/00		8.32	[18]
92 K	2-4-2	Rogers	2468/78	16.12.78	6.27	
93 K	2-4-2	Rogers	2469/78	16.12.78	5.22	
94 K	2-4-2	Rogers	2470/78	16.12.78	11.26	
95 K	2-4-2	Rogers	2471/78	14.11.78	6.27	
95 G	4-6-2	NZR Hillside	307/37	9.37	5.56	
96 K	2-4-2	Rogers	2473/78	19.11.78	5.22	
96 G	4-6-2	NZR Hillside	308/37	8.37	11.55	
97 K	2-4-2	Rogers	2474/78	2.11.78	11.26	
97 G	4-6-2	NZR Hillside	309/37	10.37	11.55	
98 O	2-8-0	Baldwin	7566/85	8.1.86	5.22	
98 G	4-6-2+2-6-4	Beyer Peacock	6484/28	5.29	9.37	[8]
98 G	4-6-2	NZR Hillside	310/37	11.37	5.56	
99 O	2-8-0	Baldwin	7569/85	11.1.86	5.22	
99 G	4-6-2+2-6-4	Beyer Peacock	6485/28	6.29	9.37	[8]
99 G	4-6-2	NZR Hillside	311/38	1.38	5.56	
100 O	2-8-0	Baldwin	7568/85	22.2.86	5.22	
100 G	4-6-2+2-6-4	Beyer Peacock	6486/28	7.29	9.37	[8]
100 G	4-6-2	NZR Hillside	312/38	3.38	5.56	
101 T	2-8-0	Baldwin	4660/79	2.2.80	3.22	
102 T	2-8-0	Baldwin	4661/79	7.2.80	3.28	

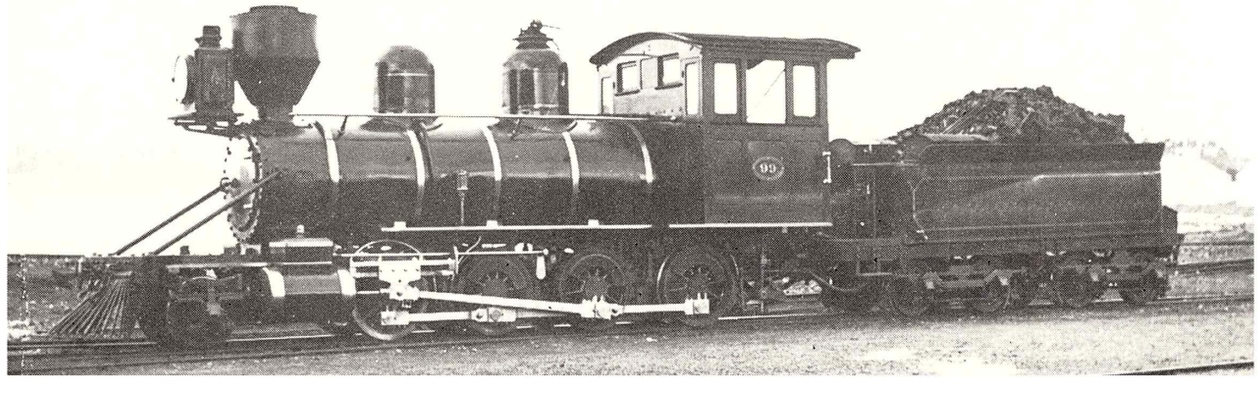


The classic Addington "A" was designed by A. L. Beattie using the De Glehn system of balanced compounding. No. 71 is seen with the original type of electric headlight outside the old Christchurch sheds. *(S. A. Rockliff collection)*

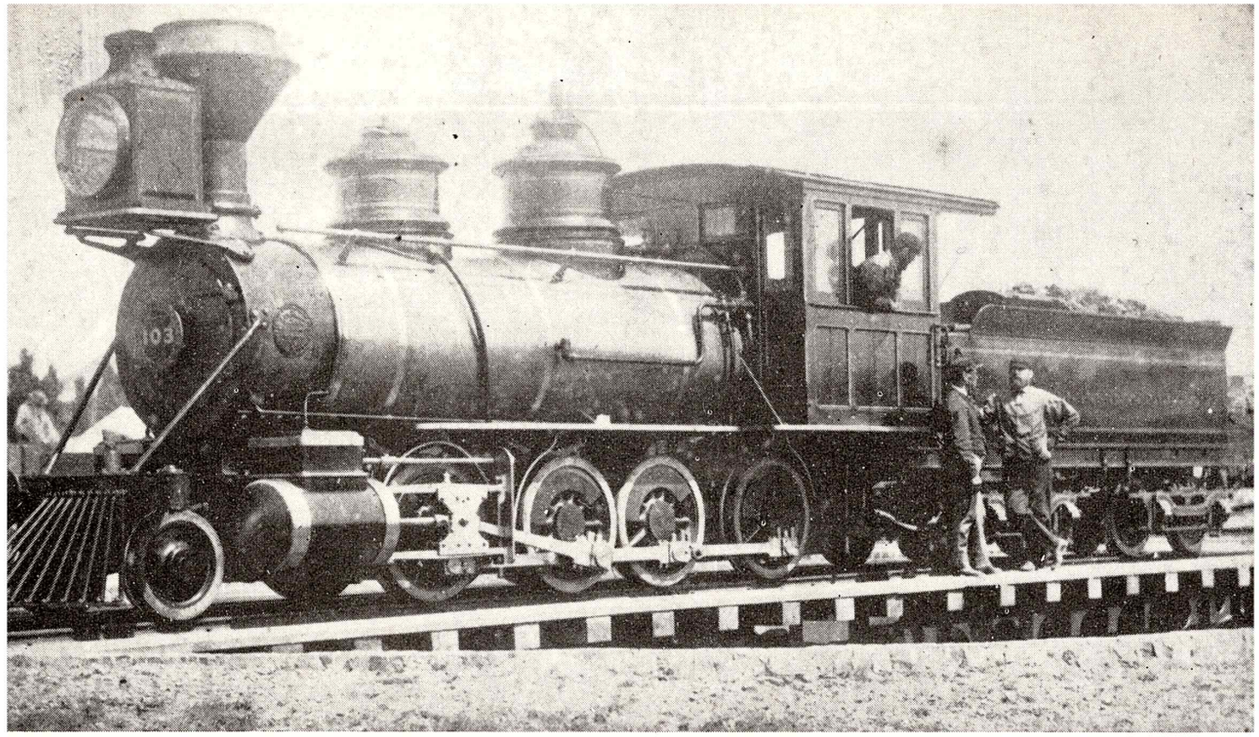


The first locomotives designed for passenger service were the "K" class of 1878. The corresponding goods engine of the period was the equally American "T". K 93 (Rogers 2469) was photographed at Hillside shops after overhaul. *(E. R. Williams)*

One of the six "O" class locomotives ordered from the Baldwin Locomotive Works in 1885 as a substitute for the overweight "P" class engines. No. 99 is seen outside the Dunedin loco depot. *(E. R. Williams)*



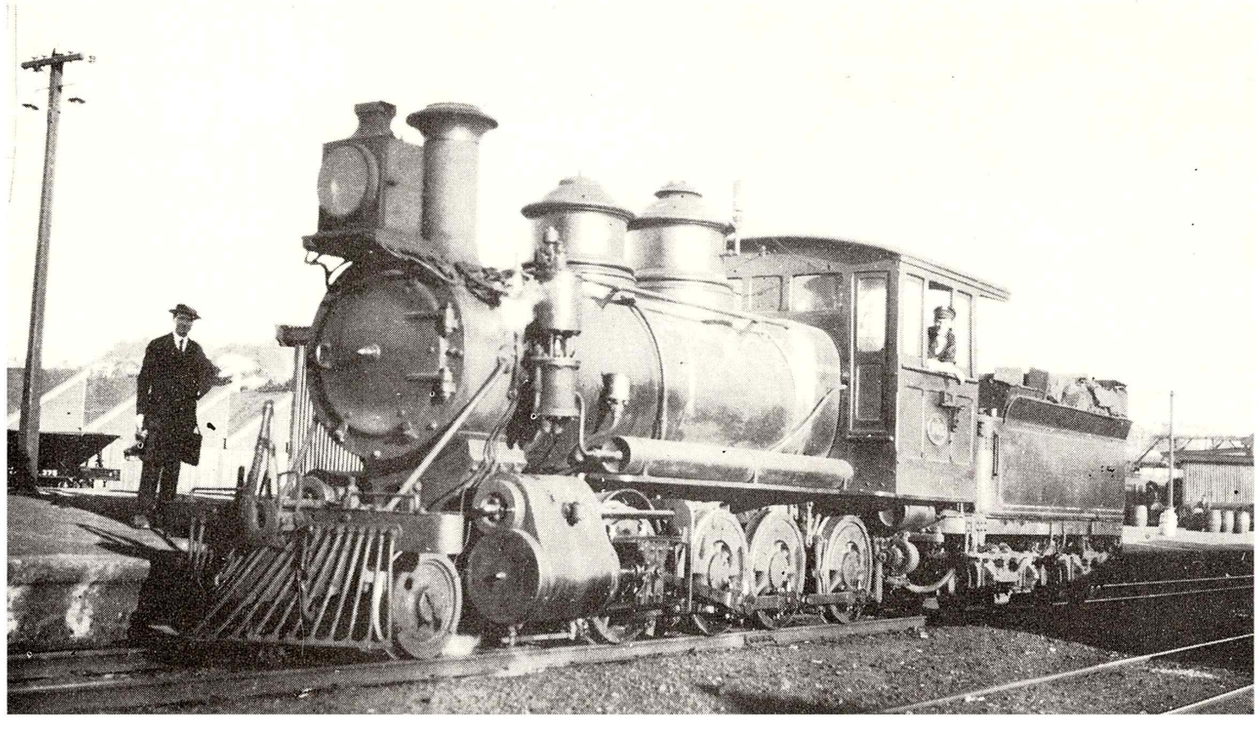
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
103 T	2-8-0	Baldwin	4664/79	19.1.80	3.28	
104 T	2-8-0	Baldwin	4665/79	9.1.80	3.22	
105 T	2-8-0	Baldwin	4666/79	8.2.80	3.28	
106 T	2-8-0	Baldwin	4667/79	8.2.80	3.28	
107 P	2-8-0	Nasmyth Wilson	278/85	20.8.87	3.28	
108 D	2-4-0T	Scott	30/87	21.12.87	10.20	Sold
109 D	2-4-0T	Scott	34/87	29.12.87	1.16	Sold
109 Bb	4-8-0	Price	84/17	3.17	31.3.64	
110 J	2-6-0	Dubs	1215/79	10.10.79	10.30	
111 F	0-6-0T	Dubs	1233/79		18.7.344	Sold
112 R	0-6-4T	Avonside	1234/79		11.32	
113 F	0-6-0T	Neilson	2413/78		3.41	Sold
114 V	2-6-2	Nasmyth Wilson	256/85	6.12.85	31.3.28	
115 J	2-6-0	Neilson	2460/79	8.10.80	1.33	
116 J	2-6-0	Neilson	2461/79	29.7.80	4.34	
117 J	2-6-0	Neilson	2462/79	9.7.80	7.34	
118 J	2-6-0	Neilson	2463/79	26.7.80	12.32	
119 J	2-6-0	Neilson	2464/79	23.6.80	10.35	
120 J	2-6-0	Stephenson	2367/79	28.6.80	10.35	[9]
121 J	2-6-0	Stephenson	2368/79	28.6.80	3.34	
122 J	2-6-0	Stephenson	2369/79	14.6.80	9.35	
123 J	2-6-0	Stephenson	2370/79	18.8.80	8.35	
124 J	2-6-0	Stephenson	2371/79	10.8.80	12.32	[9]
125 V	2-6-2	Nasmyth Wilson	257/85	1.11.85	3.25	
126 V	2-6-2	Nasmyth Wilson	261/85	10.11.85	3.29	
127 V	2-6-2	Nasmyth Wilson	255/85	3.2.86	3.28	
128 V	2-6-2	Nasmyth Wilson	254/85	22.4.86	3.27	
129 V	2-6-2	Nasmyth Wilson	258/85	30.9.86	3.28	
130 D	2-4-0T	Scott	35/87	10.6.88	3.27	Sold
131 D	2-4-0T	Scott	38/87	14.1.88	11.16	Sold
131 Ww	4-6-4T	NZR Hillside	205/17	21.11.18	2.57	
132 V	2-6-2	Nasmyth Wilson	253/85	23.6.88	3.25	
133 P	2-8-0	Nasmyth Wilson	280/85	31.3.86	3.27	
134 P	2-8-0	Nasmyth Wilson	274/85	8.2.86	3.27	
135 P	2-8-0	Nasmyth Wilson	275/85	13.2.86	10.30	
136 V	2-6-2	Nasmyth Wilson	252/85	10.6.90	3.29	
137 D	2-4-0T	Scott	31/87	13.2.88	3.01	Sold
137 Wa	2-6-2T	NZR Hillside	49/01	7.01	11.62	
138 D	2-4-0T	Scott	32/87	3.2.88	12.16	Sold
139 D	2-4-0T	Scott	33/87	19.1.88	10.19	Sold
140 D	2-4-0T	Scott	36/87	27.1.88	7.20	Sold
141 D	2-4-0T	Scott	37/87	18.2.88	8.19	Sold
142 D	2-4-0T	Scott	39/87	7.3.88	10.20	Sold
143 D	2-4-0T	Neilson	1847/74	4.75	3.16	Sold
143 Bb	4-8-0	Price	85/17	4.17	5.59	
144 D	2-4-0T	Neilson	1849/74	6.75	1915	Sold
144 Bb	4-8-0	Price	86/17	7.17	10.67	Preserved
145 D	2-4-0T	Neilson	2309/78		9.19	Sold
146 F	0-6-0T	Dubs	1172/78		3.37	
147 C	0-4-2T	Neilson	1767/73	10.7.74	2.15	Sold
147 Bb	4-8-0	Price	87/17	8.17	12.65	
148 C	0-4-2T	Neilson	1766/73	10.7.74	2.22	[10]
148 Ba	4-8-0	NZR Addington	122/11	11.11	2.6.64	[11]
149 D	2-4-0T	Neilson	2307/78		1920	Sold
150 F	0-6-0T	Dubs	1371/80	10.82	1.58	Preserved
151 F	0-6-0T	Avonside	1142/76	9.6.77	11.33	
152 F	0-6-0T	Dubs	1173/78		2.54	Sold
153 R	0-6-4T	Avonside	1225/78		3.22	
154 F	0-6-0T	Dubs	1370/80	5.2.83	10.29	Sold
155 F	0-6-0T	Stephenson	2598/86	16.10.86	5.33	Sold

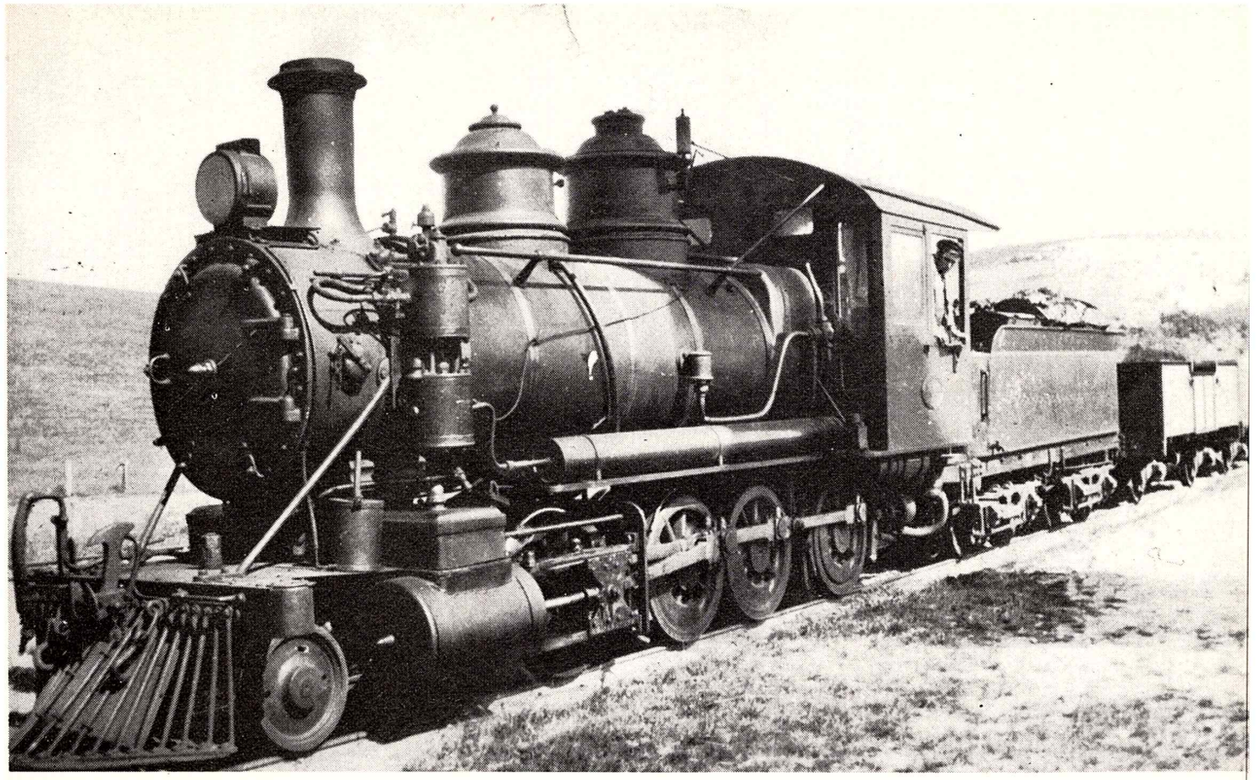


Rake's Progress—the "T" class.

T 103 (Baldwin 4664 of 1879) showing the distinctive lines of the early American "Consolidation" locomotive, somewhere in Otago soon after delivery in 1880. *(S. A. Rockliff collection)*

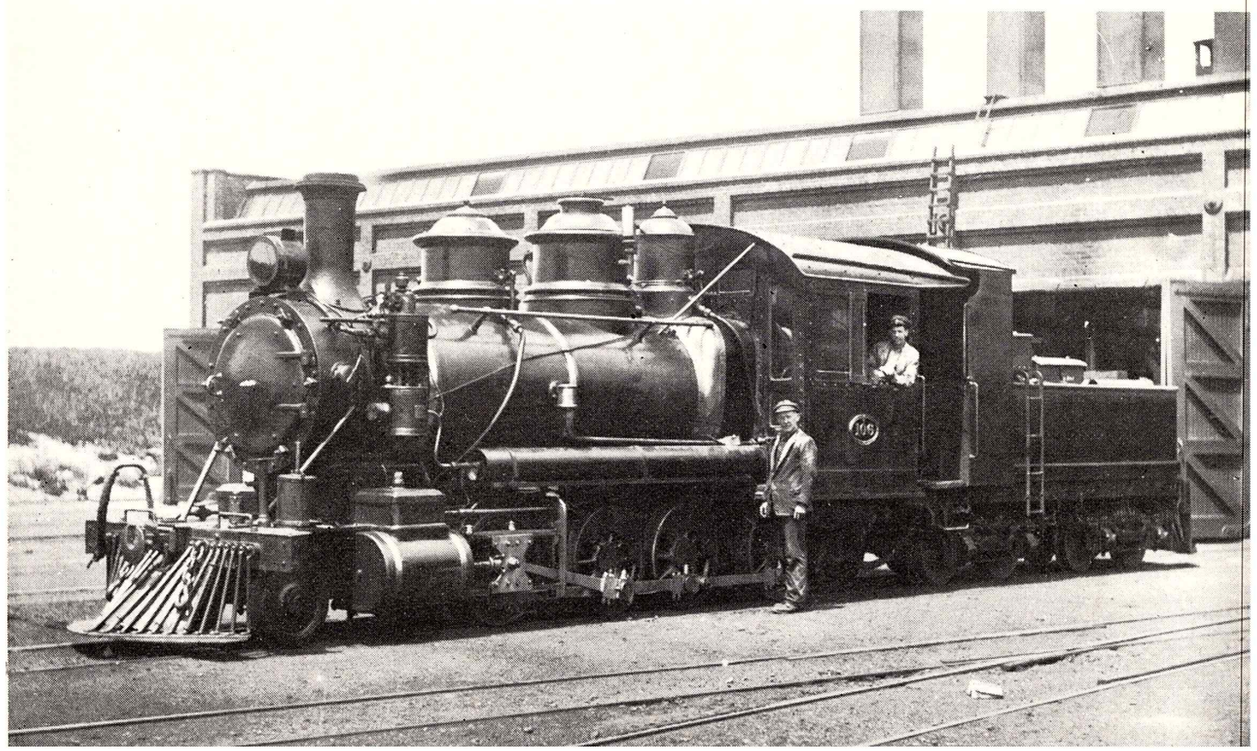
By the time No. 102 (Baldwin 4661) was photographed at Newmarket her boiler had been replaced by one with a Belpaire firebox, her distinctive funnel had been replaced and she had been fitted with piston valves and Westinghouse air brakes. *(W. W. Stewart)*



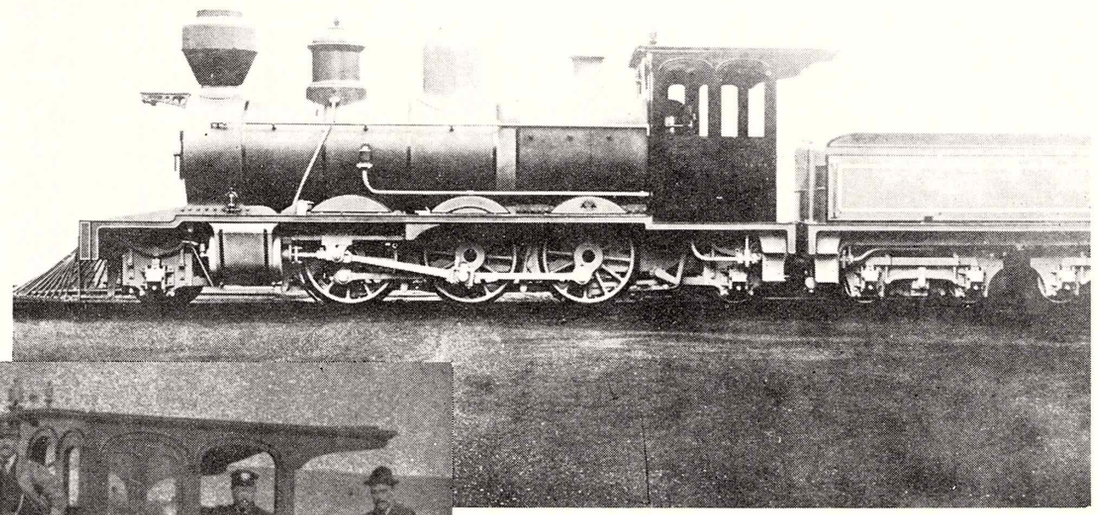


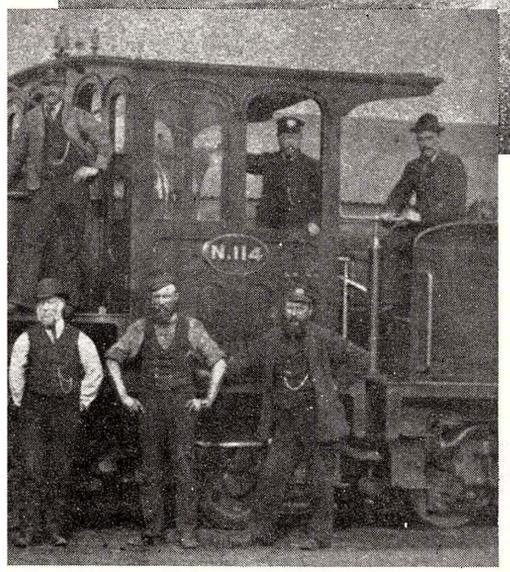
At about the same time No. 106 working on the Tokarahi branch had retained her slide valves but had a steel cab in place of the original wooden one. The acetylene headlight gave better visibility than the former kerosene burner. *(J. A. Dangerfield collection)*

In her final form at Dunedin 106 had been converted to a shunting engine by the imposition of an ungainly tender cab and "back-up" sanding gear. *(S. A. Rockliff collection)*



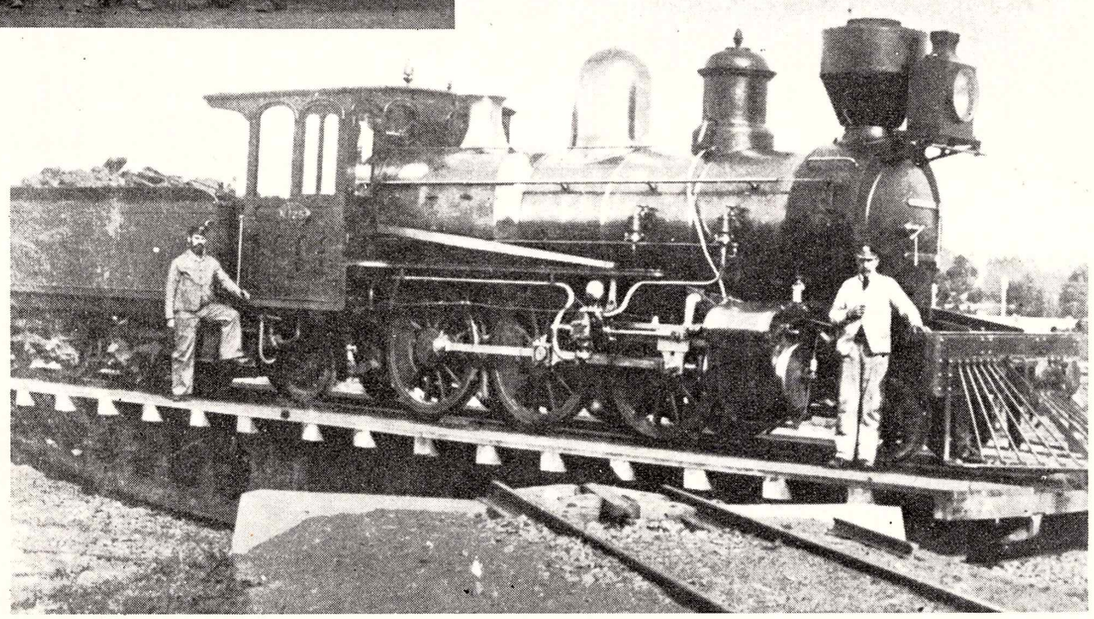
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
156 F	0-6-0T	Vulcan	1181/87	17.9.87	9.37	
157 F	0-6-0T	Yorkshire	243/74		1895	
157 Fa	0-6-0T	NZR Addington	12/95		1923	Sold [3]
158 C	0-4-2T	Dubs	804/75	5.8.76	7.20	Sold
159 F	0-6-0T	Avonside	1092/76	2.77	3.31	
160 F	0-6-0T	Avonside	1087/75	2.77	3.28	
161 A	0-4-0T	Dubs	650/73		1904	Sold
161 A	4-6-2	NZR Addington	71/06	7.9.06	10.10.64	[7]
162 F	0-6-0T	Dubs	1363/80	9.81	5.32	
163 F	0-6-0T	Dubs	1367/80	7.81	10.10.64	Preserved
164 F	0-6-0T	Yorkshire	239/74	11.74	3.31	
165 B	0-4-4-0T	Avonside	1044-5/74	5.4.75	1896	
165 Wa	2-6-2T	NZR Hillside	19/97	3.98	5.61	Preserved
166 C	0-4-2T	Neilson	1765/73	4.74	3.92	Sold
166 F	0-6-0T	Stephenson	2594/85	6.93	27.7.09	Sold [12]
166 Wg	4-6-4T	NZR Hillside	102/10	4.8.10	5.53	
167 C	0-4-2T	Dubs	801/75		1915	Sold
167 Bb	4-8-0	Price	88/17	5.10.17	12.65	
168 C	0-4-2T	Neilson	1769/73		5.19	Sold
169 D	2-4-0T	Neilson	1848/74	4.74	10.14	Sold
169 Bb	4-8-0	Price	89/17	6.11.17	12.60	
170 D	2-4-0T	Neilson	2563/80	21.5.81	14.8.22	[13]
170 Wg	4-6-4T	NZR Hillside	112/11	28.11.11	2.52	
171 D	2-4-0T	Neilson	2562/80	28.5.81	5.15	Sold
171 Bb	4-8-0	Price	90/17	20.11.17	12.65	
172 E	0-4-4-0T	Avonside	1070-1/75		9.12.99	[14]
172 Ua	4-6-0	Sharp Stewart	4502/99	23.11.99	2.36	
173 E	0-4-4-0T	Avonside	1068-9/75	9.2.76	4.3.99	[14]
173 Ua	4-6-0	Sharp Stewart	4503/99	7.12.99	7.34	
174 E	0-4-4-0T	Avonside	1066-7/75	18.10.77	9.12.99	[14]
174 Ua	4-6-0	Sharp Stewart	4504/99	8.12.99	9.35	
175 E	0-4-4-0T	Vulcan	637/72	10.9.72	4.3.99	Sold
175 Ua	4-6-0	Sharp Stewart	4506/99	23.12.99	3.34	
176 E	0-4-4-0T	Avonside	1062-3/75	13.3.76	4.3.99	[14]
176 Ua	4-6-0	Sharp Stewart	4507/99	23.12.99	1.34	
177 E	0-4-4-0T	Avonside	1060-1/75	11.12.75	4.3.99	[14]
177 Ua	4-6-0	Sharp Stewart	4505/99	16.1.00	3.37	
178 E	0-4-4-0T	Avonside	1064-5/75	5.1.76	9.12.99	[14]
178 B	4-8-0	Sharp Stewart	4508/99	20.12.99	—	[15]
178 A	4-6-2	NZR Addington	72/06	6.5.07	10.67	[7]
179 F	0-6-0T	Yorkshire	245/74	6.75	1894	
179 Fa	0-6-0T	NZR Petone	33/94		12.30	[3]
180 F	0-6-0T	Yorkshire	244/74	6.75	1.10.32	Preserved [16]
181 F	0-6-0T	Avonside	1084/75	8.76	3.31	
182 F	0-6-0T	Avonside	1136/76	3.77	1893	
182 Fa	0-6-0T	NZR Petone	32/93	6.2.93	12.28	[3]
183 F	0-6-0T	Avonside	1135/76	3.77	6.32	
184 F	0-6-0T	Dubs	1372/80	19.2.81	9.34	Sold
185 F	0-6-0T	Dubs	1171/78	16.5.79	11.33	Sold
186 F	0-6-0T	Yorkshire	242/74		1895	
186 Fa	0-6-0T	NZR Petone	36/95	25.5.95	8.29	[3]
187 R	0-6-4T	Avonside	1224/78	2.6.79	3.22	
188 R	0-6-4T	Avonside	1227/78	28.7.79	3.28	
189 R	0-6-4T	Avonside	1228/78	25.8.79	3.22	
190 R	0-6-4T	Avonside	1230/78	10.9.79	3.22	
191 R	0-6-4T	Avonside	1231/79	15.1.80	3.22	
192 A	0-4-0T	Dubs	646/73	6.74	12.89	Sold
192 W	2-6-2T	NZR Addington	1/89	1.2.89	7.59	Preserved
193 A	0-4-0T	Dubs	655/73		1894	Sold
193 U	4-6-0	NZR Addington	16/97	16.7.97	12.54	

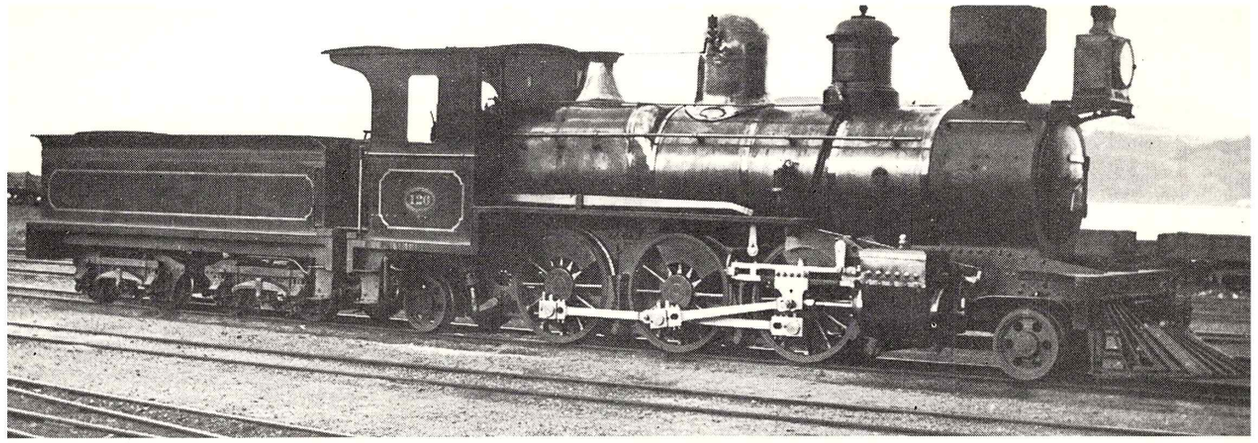




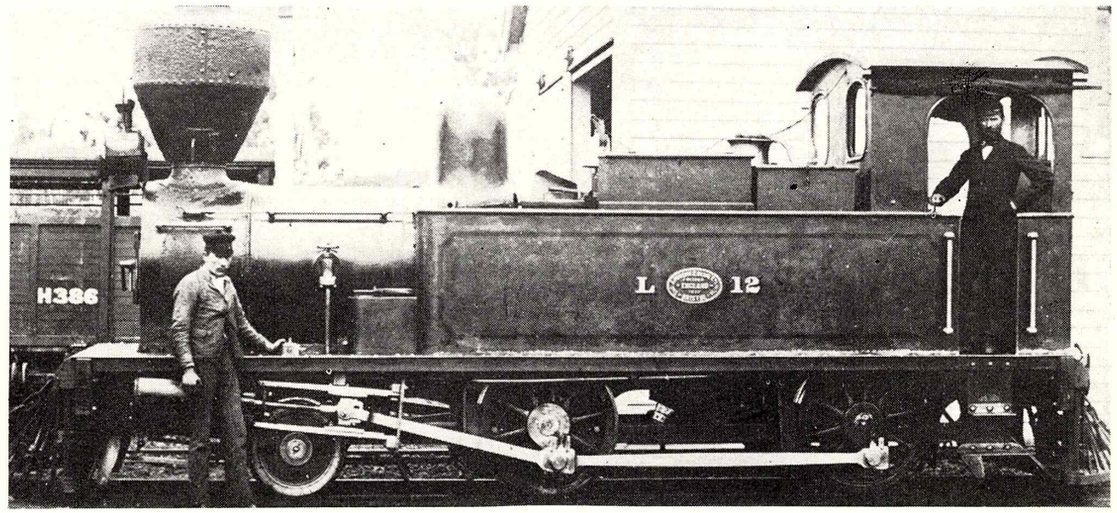
The "V" as originally designed. This maker's photograph shows the running plate, splashers and outside pony truck frames which were removed to reduce the weight. *(S. A. Rockliff collection)*

V125 (Nasmyth Wilson 257 of 1885) as she went into service bearing a wooden numberplate lettered N 125. Inset—the plate on the cab of V 114. *(S. A. Rockliff collection)*



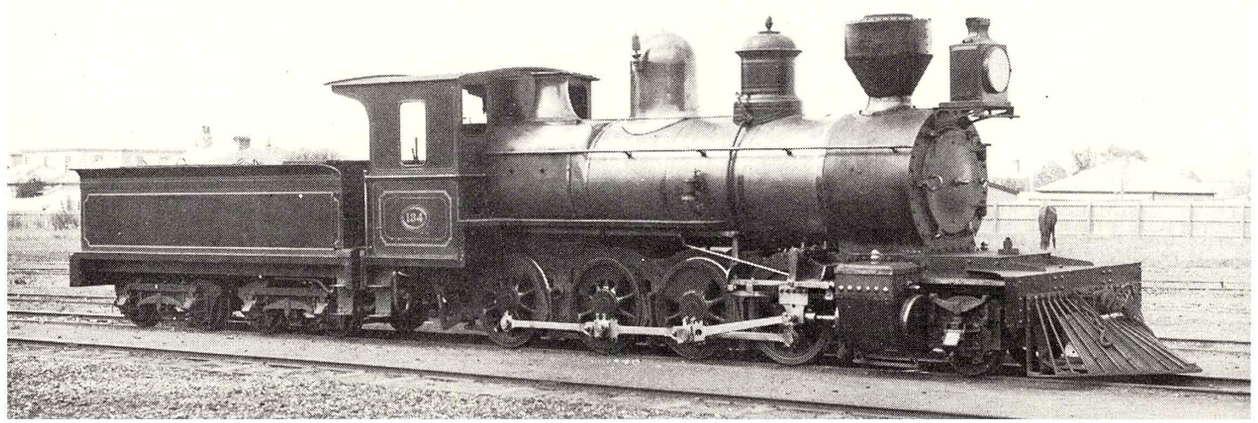


V 126 at Dunedin in the 1890's. A number of modifications are evident: the wooden cab has been replaced, the standard cast numberplates have been fitted, the feedwater pump has gone, the smokebox has been extended and the cylinders altered. The centre driving wheels are still flangeless—this was common practice on six and eight-coupled engines at that time. *(E. R. Williams)*

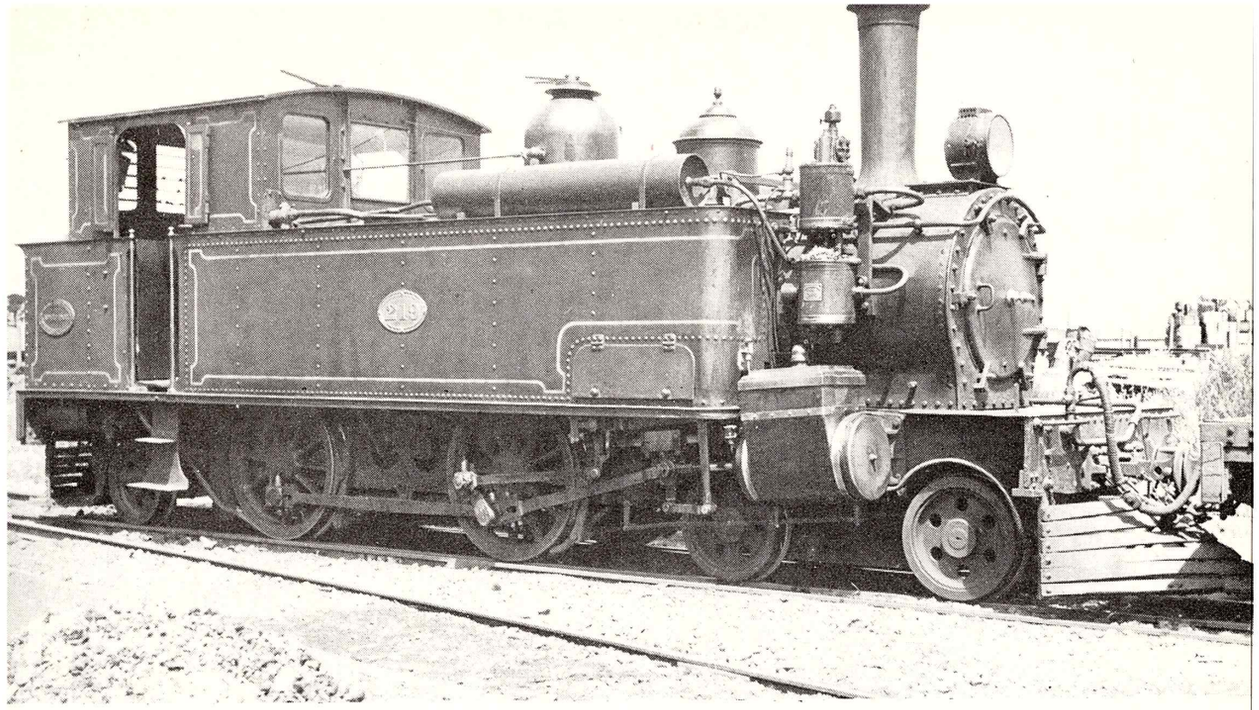


L 265 (Avonside 1202 of 1877) carrying her original Auckland section number. *(S. A. Rockliff collection)*

The Nasmyth Wilson goods engines, the "P" class, were similar in appearance to the "V" class but had more and smaller driving wheels. This photograph of P 134 was taken at Dunedin probably at the same time as the previous illustration. *(E. R. Williams)*



Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
194 C	0-4-2T	Neilson	1771/73		11.93	Sold
194 U	4-6-0	NZR Addington	22/99		5.54	
195 D	2-4-0T	Neilson	1846/74	16.11.74	1919	Sold
196 D	2-4-0T	Neilson	1845/74	16.11.74	1914	Sold
196 A	0-4-0T	Dubs	656/73	1.1.75	3.26	Preserved [5]
197 D	2-4-0T	Neilson	1844/74	5.4.79	1916	Sold
197 Bb	4-8-0	Price	91/18	8.3.18	12.62	
198 D	2-4-0T	Neilson	2561/80	16.3.81	1899	Sold
198 B	4-8-0	Sharp Stewart	4509/99	23.12.99	—	[17]
199 H	0-4-2T	Avonside	1075/75	1.1.77	3.56	Preserved
200 H	0-4-2T	Avonside	1074/75	16.10.78	3.56	
201 H	0-4-2T	Avonside	1072/75	17.10.78	3.56	
202 H	0-4-2T	Avonside	1073/75	18.11.78	3.56	
203 H	0-4-2T	Neilson	3469/86	1.11.86	3.56	
204 H	0-4-2T	Neilson	3468/86	9.8.86	3.56	
205 L	2-4-0T	Avonside	1200/77	8.6.78	8.97	[18]
205 La	4-4-0T	NZR Petone	38/97		3.28	[18]
206 L	2-4-0T	Avonside	1201/77	19.6.78	10.00	[18]
206 L	4-4-2T	NZR Petone	41/00		3.22	[18]
207 L	2-4-0T	Avonside	1205/77	17.8.78	1901	Sold
207 L	4-4-2T	NZR Petone	50/03	9.03	3.38	[19]
208 L	2-4-0T	Avonside	1206/77	10.9.78	1901	Sold
208 L	4-4-2T	NZR Petone	51/03	8.12.02	1922	
209 R	0-6-4T	Avonside	1221/78	1.7.79	1927	
210 R	0-6-4T	Avonside	1226/78	4.3.80	3.27	
211 R	0-6-4T	Avonside	1223/78	9.7.79	12.26	Sold
212 S	0-6-4T	Avonside	1279/80	13.4.82	3.27	
213 S	0-6-4T	Avonside	1280/80	17.7.82	3.27	
214 S	0-6-4T	Avonside	1284/81	20.7.83	3.22	
215 S	0-6-4T	Avonside	1283/81	18.2.85	8.91	Sold
215 A	0-4-0T	Dubs	645/73	6.74	1896	Sold [20]
215 U	4-6-0	NZR Addington	23/99	2.99	3.56	
216 S	0-6-4T	Avonside	1285/81	25.2.85	8.91	Sold
216 F	0-6-0T	Neilson	3751/88		1932	[20]
217 S	0-6-4T	Avonside	1281/80	31.7.86	1891	Sold
217 Wa	2-6-2T	NZR Addington	9/93	19.8.93	5.61	
218 S	0-6-4T	Avonside	1282/80	21.5.87	3.27	
219 L	2-4-0T	Avonside	1207/77		1903	Sold
219 L	4-4-2T	NZR Petone	52/03 162/03	2.7.03	7.39	[21]
220 A	0-4-0T	Dubs	654/73		4.91	Sold
220 Wa	2-6-2T	NZR Addington	14/96	16.2.97	1946	Sold
221 D	2-4-0T	Neilson	2565/80	5.81	11.18	Sold
222 D	2-4-0T	Neilson	2566/80	6.81	5.15	Sold
222 Bb	4-8-0	Price	92/18	11.3.18	4.66	
223 F	0-6-0T	Stephenson	2595/85	8.86	2.32	
224 F	0-6-0T	Avonside	1086/75		3.30	
225 F	0-6-0T	Avonside	1089/75		9.35	Sold
226 F	0-6-0T	Dubs	1169/78	3.79	1892	
226 Fa	0-6-0T	NZR Petone	30/92		12.30	[3]
227 F	0-6-0T	Dubs	1170/78	4.79	5.32	Sold
228 F	0-6-0T	Dubs	1365/80	4.82	11.35	Sold
229 F	0-6-0T	Dubs	1369/80	7.81	3.31	
230 F	0-6-0T	Dubs	1364/80	7.81	2.32	Sold
231 F	0-6-0T	Black Hawthorn	277/73	6.74	11.31	
232 F	0-6-0T	Yorkshire	248/74	4.75	1.57	
233 F	0-6-0T	Stephenson	2593/85	9.8.86	4.36	Sold
234 J	2-6-0	Dubs	1212/79	18.9.79	12.33	[9]
235 J	2-6-0	Dubs	1213/79	21.9.79	9.31	
236 J	2-6-0	Dubs	1214/79	21.9.79	9.31	

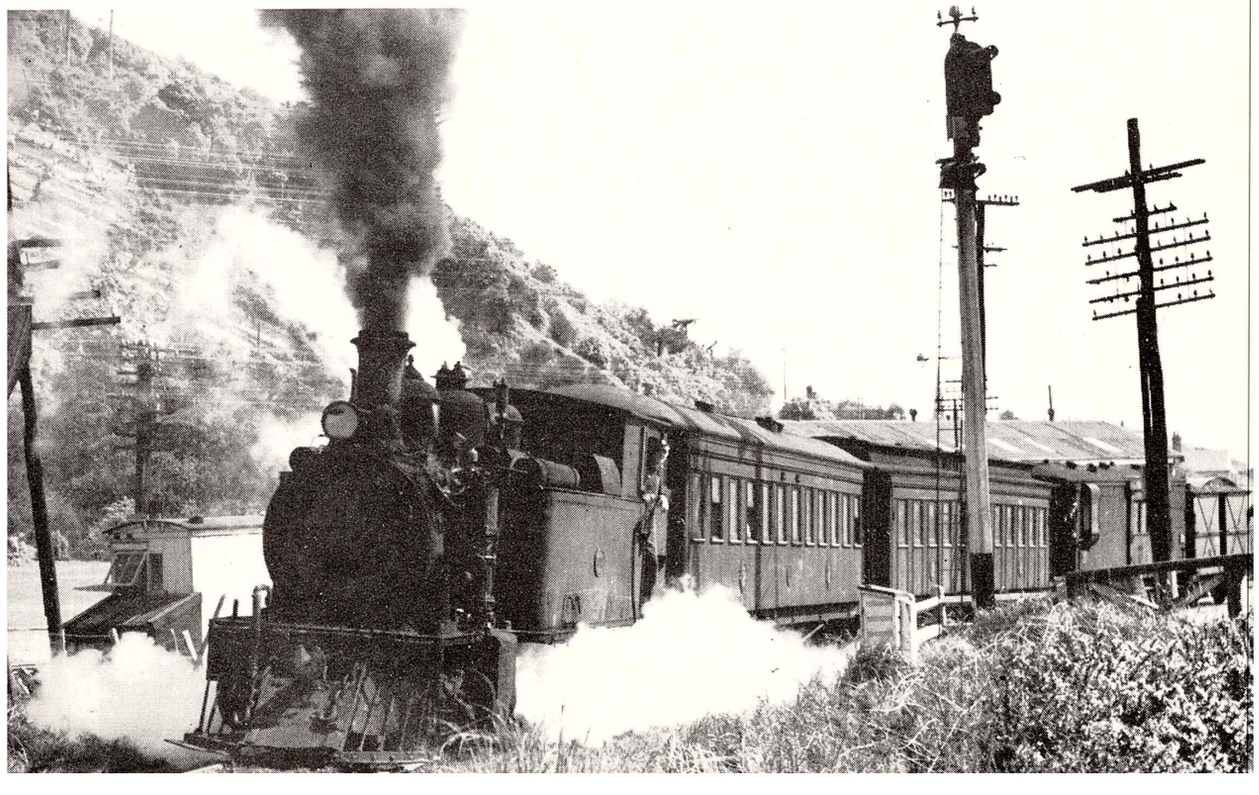


L 219 working at Hutt shops in December 1944. This engine was built in 1903 to replace the previous L 219 sold to the Public Works Department. Other engines of this type were claimed to have been rebuilt from the 2-4-0 version shown in a previous illustration but so little of the original was incorporated into the new locos that the "rebuilding" occurred only in the minds of the accountants. *(E. J. McClare)*

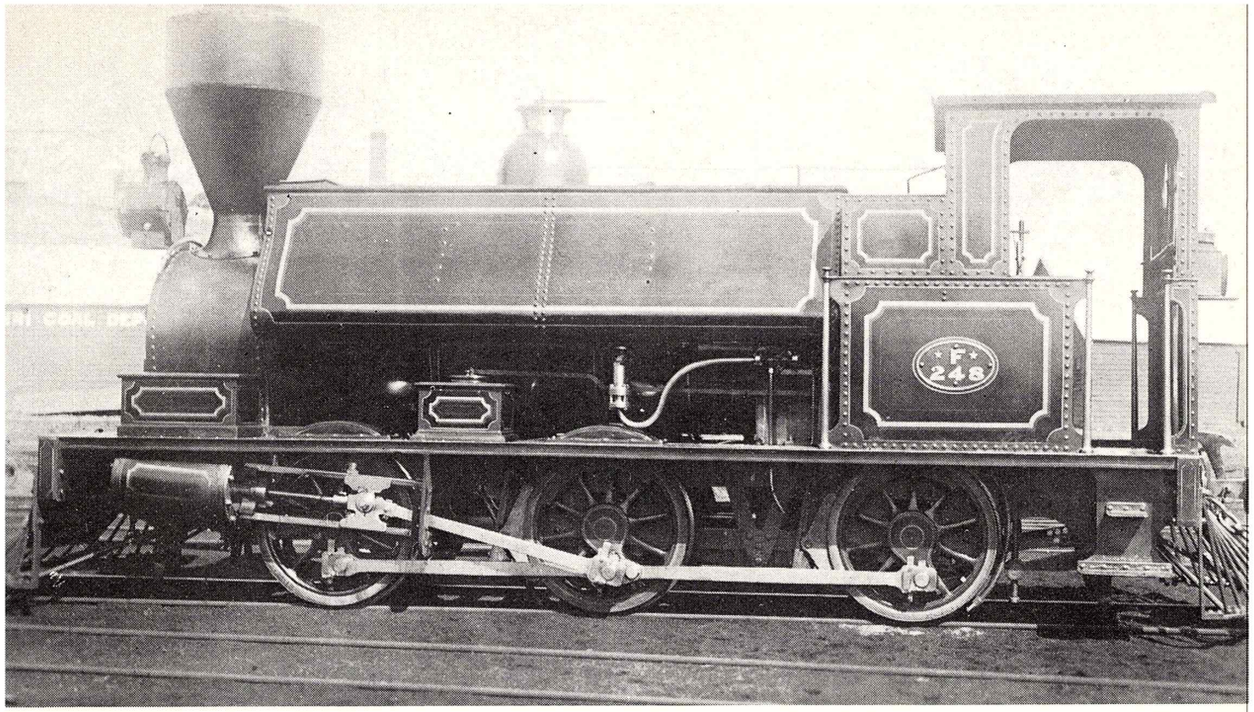
Opposite

S 214 in a carefully posed situation to illustrate the correct procedure for exchanging tablets by hand. The cleaner's art is particularly well displayed. *(Cedric Green collection)*

W 192 (NZR No. 1 of 1889) departs from Greymouth with an afternoon train for Rewanui. *(B. D. Whebell)*

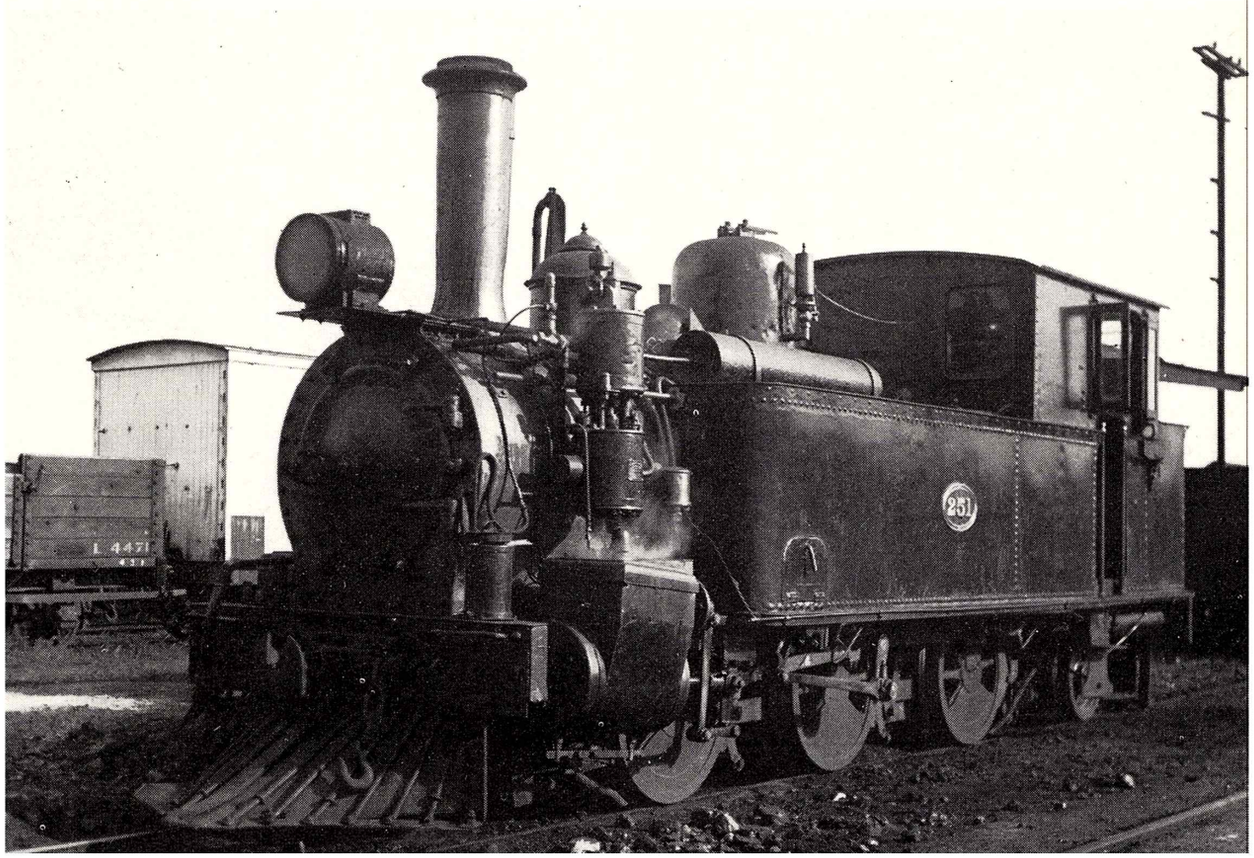


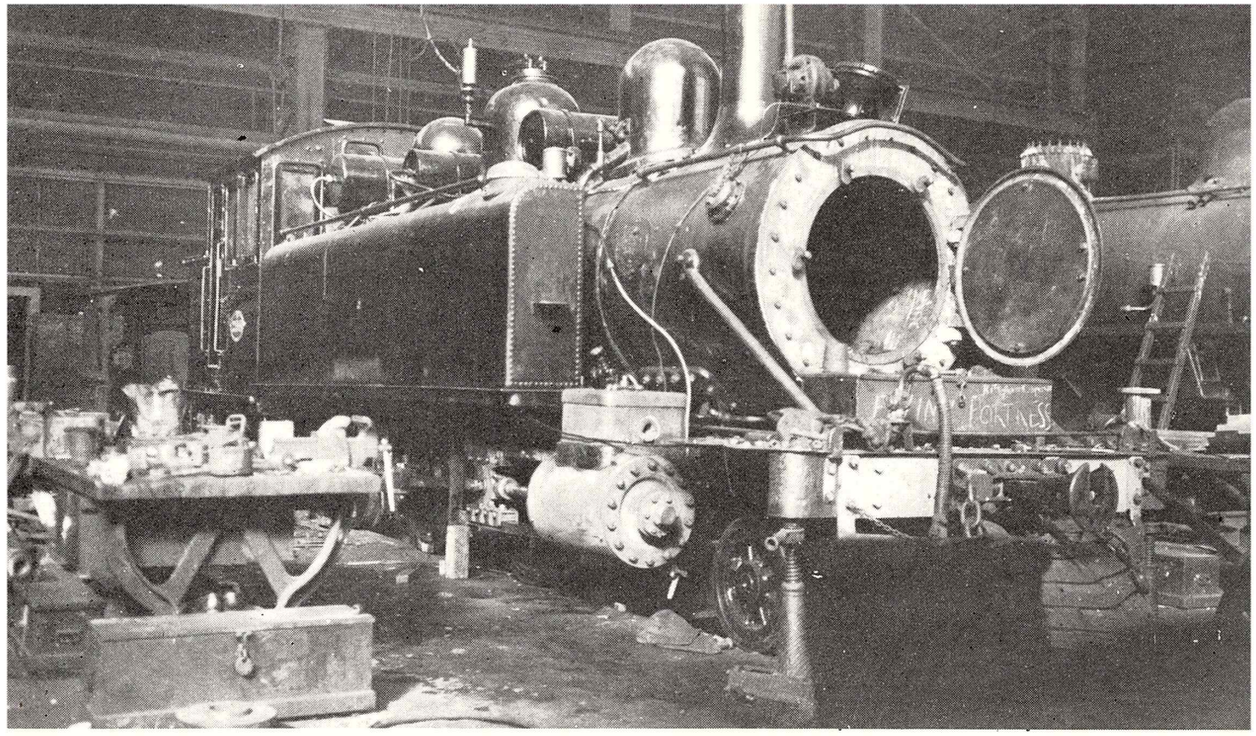
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
237 A	0-4-0T	Yorkshire	256/75		10.91	Sold
237 U	4-6-0	NZR Addington	10/94	15.11.94	12.54	
238 B	0-4-4-0T	Avonside	1022-3/74	9.74	1890	
238 W	2-6-2T	NZR Addington	2/91	25.6.91	8.59	
239 C	0-4-2T	Dubs	800/75	9.76	1890	Sold
239 U	4-6-0	NZR Addington	11/95	26.12.95	3.56	
240 D	2-4-0T	Neilson	1843/74	9/74	1919	Sold
241 F	0-6-0T	Neilson	1706/72	14.2.73	3.27	
242 F	0-6-0T	Stephenson	2086/73	10.73	1892	
242 Fa	0-6-0T	NZR Newmarket	28/92		10.30	3
243 F	0-6-0T	Stephenson	2085/73	10.73	24.7.30	Sold
244 F	0-6-0T	Stephenson	2087/73	10.73	1895	
244 Fa	0-6-0T	NZR Newmarket	35/95		3.30	3
245 F	0-6-0T	Yorkshire	240/74	11.74	4.35	
246 F	0-6-0T	Vulcan	735/75	9.75	3.30	
247 F	0-6-0T	Vulcan	737/75	9.75	1892	
247 Fa	0-6-0T	NZR Newmarket	29/92		9.29	3
248 F	0-6-0T	Vulcan	736/75	9.75	7.30	Sold
249 F	0-6-0T	Dubs	1362/80	7.81	12.32	
250 F	0-6-0T	Dubs	1368/80	7.81	1892	
250 Fa	0-6-0T	NZR Addington	5/92		31.3.43	Sold 3
251 F	0-6-0T	Dubs	1366/80	8.81	1892	
251 Fa	0-6-0T	NZR Addington	6/92		3.39	Sold 3
252 F	0-6-0T	Dubs	1884/84	4.85	3.31	
253 F	0-6-0T	Dubs	1885/84	5.85	10.33	
254 F	0-6-0T	Dubs	1886/84	11.84	2.44	
255 F	0-6-0T	Dubs	1887/84	5.85	9.34	
256 F	0-6-0T	Stephenson	2599/86	11.86	5.53	
257 F	0-6-0T	Stephenson	2600/86	12.86	6.53	
258 J	2-6-0	Vulcan	1001/83	11.83	5.32	
259 J	2-6-0	Vulcan	998/83	12.83	3.29	
260 J	2-6-0	Vulcan	1003/83	11.83	1.29	
261 J	2-6-0	Vulcan	1005/83	12.83	1.29	
262 J	2-6-0	Vulcan	1006/83	1.84	12.33	9
263 J	2-6-0	Vulcan	1009/83	1.84	1.29	
264 L	2-4-0T	Avonside	1208/77	7.78	1900	18
264 L	4-4-2T	NZR Newmarket	40/00		3.22	18
265 L	2-4-0T	Avonside	1202/77	7.78	1894	18
265 La	4-4-0T	NZR Newmarket	34/94		10.29	18
266 L	2-4-0T	Avonside	1203/77	7.78	1899	
266 L	4-4-0T	NZR Newmarket	39/99		3.22	
267 L	2-4-0T	Avonside	1204/77	7.78	10.93	18
267 La	4-4-0T	NZR Newmarket	31/93		3.22	18
268 P	2-8-0	Nasmyth Wilson	272/85	5.87	3.22	
269 P	2-8-0	Nasmyth Wilson	273/85	5.87	3.27	
270 P	2-8-0	Nasmyth Wilson	276/85	2.87	3.22	
271 R	0-6-4T	Avonside	1219/78	7.79	3.36	
272 R	0-6-4T	Avonside	1220/78	7.79	3.28	
273 R	0-6-4T	Avonside	1222/78	7.79	2.27	
274 U	4-6-0	NZR Addington	17/97	7.97	3.56	
275 Wa	2-6-2T	NZR Addington	15/96	24.12.96	8.39	
276 Fa	0-6-0T	NZR Newmarket	37/96		3.31	3
277 F	0-6-0T	Stephenson	2597/86	1.98	1.57	22
278 Ub	4-6-0	Baldwin	16042/98	14.12.98	14.9.34	
279 Ub	4-6-0	Baldwin	16043/98	17.12.98	14.6.33	
280 Ub	4-6-0	Baldwin	16044/98	10.12.98	1.9.36	
281 Ub	4-6-0	Baldwin	16045/98	5.12.98	6.36	
282 Ub	4-6-0	Baldwin	16046/98	4.12.98	4.34	
283 Ub	4-6-0	Baldwin	16047/98	17.12.98	1.34	
284 Ub	4-6-0	Baldwin	16048/98	6.12.98	9.34	



F 248 at Auckland in the 1890's displaying an early North Island style of cast numberplate in which the class letter was flanked by stars. *(S. A. Rockliff collection)*

The "Fa" class was another rebuild which used little of the original material. Fa 251 (NZR No. 6 of 1892) was being run in at the Dunedin goods yards after overhaul at Hillside workshops, December 1938. *(S. A. Rockliff)*

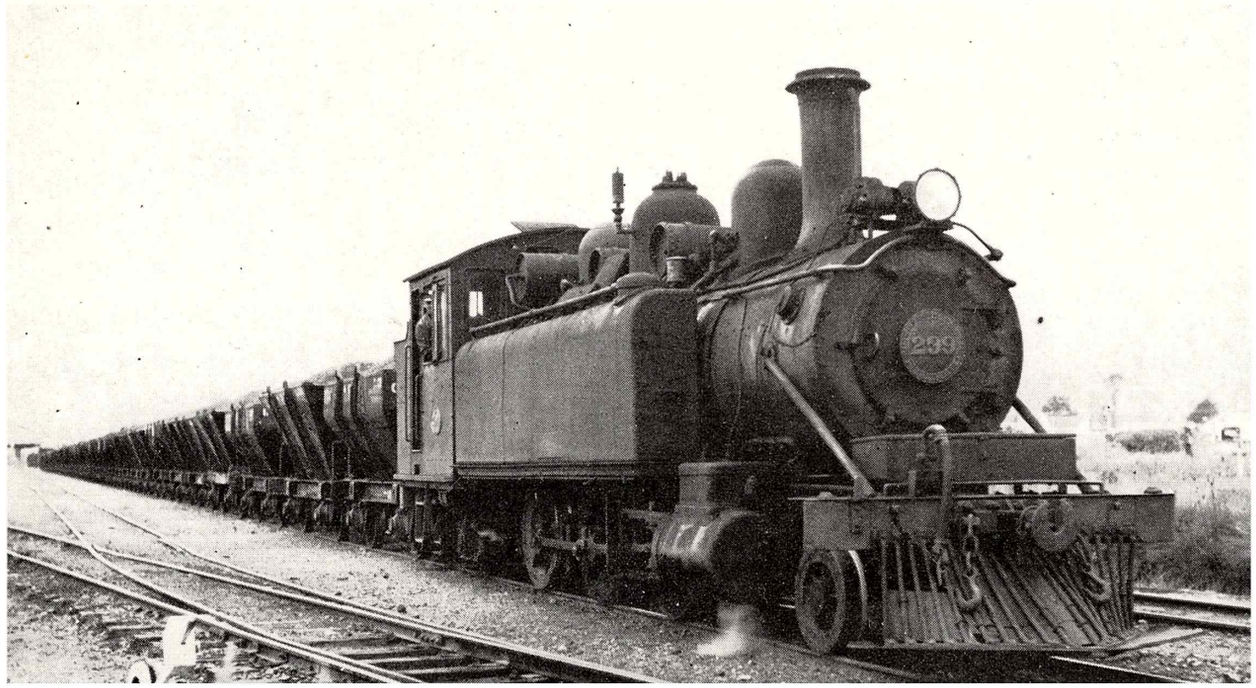




Wb 298 (Baldwin 16167 of 1898) under overhaul in Hillside workshops, January 1944. She was the first "Wb" from the previously isolated Westport section to be overhauled in Dunedin. *(S. A. Rockliff)*

The year 1901 saw one of the largest orders ever placed for locomotives by the NZR: 18 "Wd" class 2-6-4 tank engines, 10 "Ub" class 4-6-0's, 13 "Q" class Pacifics and 4 "N" class 2-6-2's, all from the Baldwin Locomotive Works.

Sister loco Wb 299 carrying out her accustomed duties on a coal train at Waimangaroa Junction in March 1946. The remains of 299 now lie in the Mokihinui River near Seddonville. *(E. J. McClare)*

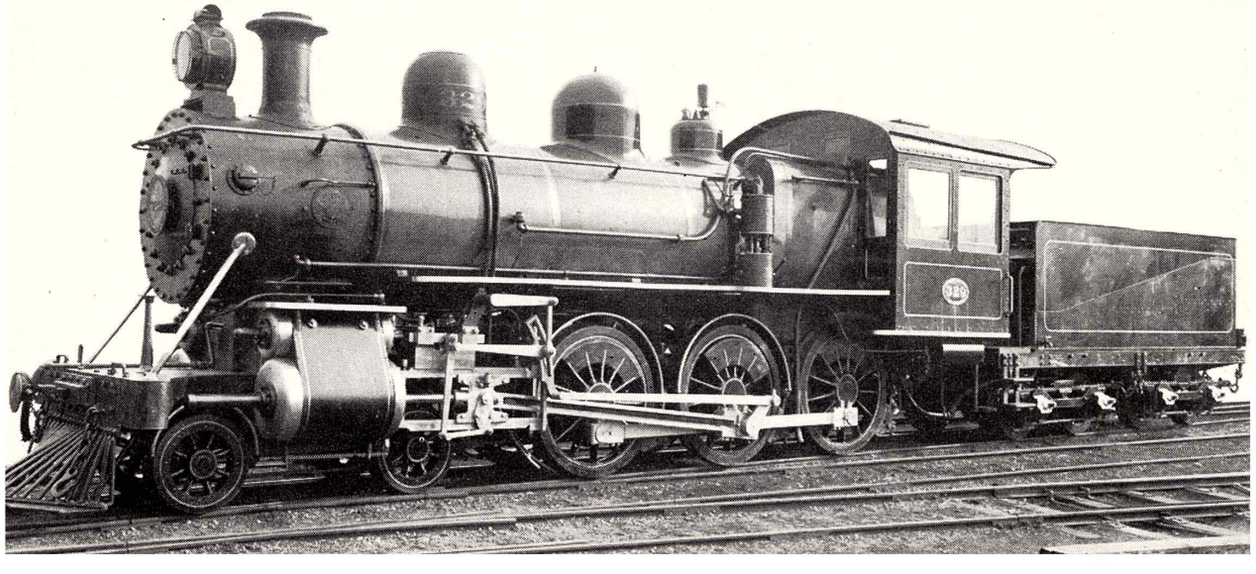


Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
285 Ub	4-6-0	Baldwin	16049/98	23.11.98	5.34	
286 Ub	4-6-0	Baldwin	16050/98	16.12.98	4.35	
287 Ub	4-6-0	Baldwin	16051/98	11.12.98	6.33	
288 Wa	2-6-2T	NZR Hillside	27/99	31.3.99	12.32	
289 Wa	2-6-2T	NZR Hillside	25/99	31.10.99	11.62	
290 Wb	2-6-2T	Baldwin	16173/98	17.1.99	1.29	
291 Wb	2-6-2T	Baldwin	16171/98	20.1.99	12.31	
292 Wb	2-6-2T	Baldwin	16172/98	1.99	1.57	
293 Wb	2-6-2T	Baldwin	16174/98	21.2.99	12.32	
294 Wb	2-6-2T	Baldwin	16170/98	8.2.99	5.35	
295 Wb	2-6-2T	Baldwin	16168/98	2.99	10.29	
296 Wb	2-6-2T	Baldwin	16169/98	3.99	8.31	
297 Wb	2-6-2T	Baldwin	16166/98	28.2.99	10.32	
298 Wb	2-6-2T	Baldwin	16167/98	4.99	9.55	
299 Wb	2-6-2T	Baldwin	16175/98	26.5.99	1.57	
300 Wb	2-6-2T	Baldwin	16176/98	17.2.99	10.55	
301 Wb	2-6-2T	Baldwin	16177/98	21.4.99	3.28	
302 B	4-8-0	NZR Addington	24/99	4.5.99	2.12.60	
303 B	4-8-0	NZR Addington	26/01	15.5.01	12.67	[11]
304 B	4-8-0	NZR Addington	43/02	31.3.02	12.67	[11]
305 B	4-8-0	NZR Addington	53/02	9.2.03	23.5.64	
306 B	4-8-0	NZR Addington	54/03	31.3.03	4.11.61	[11]
307 B	4-8-0	NZR Addington	55/03	5.03	6.65	[11]
308 B	4-8-0	Sharp Stewart	4511/99	15.1.00	10.63	
309 B	4-8-0	Sharp Stewart	4510/99	1.00	—	[23]
310 La	4-4-0T	Nasmyth Wilson	311/87	8.87	8.11.24	NZMR 1
311 La	4-4-0T	Nasmyth Wilson	315/87	12.87	19.3.20	NZMR 2 Sold
312 La	4-4-0T	Nasmyth Wilson	322/87	7.88	31.3.28	NZMR 3
313 La	4-4-0T	Nasmyth Wilson	323/87	30.6.90	8.11.24	NZMR 4
314 La	4-4-0T	Nasmyth Wilson	312/87	23.11.92	30.1.26	NZMR 5 Sold
315 D	2-4-0T	Scott	40/90	4.9.90	1901	NZMR 6 Sold
315 Fb	0-6-2T	NZR Addington	44/02	1902	1936	[3]
316 Wd	2-6-4T	Baldwin	18543/01	14.6.01	3.4.34	Sold
317 Wd	2-6-4T	Baldwin	18544/01	29.6.01	12.34	Sold
318 Wd	2-6-4T	Baldwin	18545/01	9.7.01	10.33	
319 Wd	2-6-4T	Baldwin	18546/01	15.6.01	9.34	
320 Wd	2-6-4T	Baldwin	18547/01	2.6.01	2.36	
321 Wd	2-6-4T	Baldwin	18548/01	8.6.01	7.34	
322 Wd	2-6-4T	Baldwin	18549/01	30.5.01	8.33	Sold
323 Wd	2-6-4T	Baldwin	18550/01	24.5.01	6.33	
324 Wd	2-6-4T	Baldwin	18551/01	30.7.01	8.33	
325 Wd	2-6-4T	Baldwin	18552/01	30.7.01	11.33	
326 Wd	2-6-4T	Baldwin	18553/01	15.6.01	8.33	
327 Wd	2-6-4T	Baldwin	18554/01	8.6.01	5.36	
328 Ub	4-6-0	Baldwin	18574/01	17.6.01	3.35	
329 Ub	4-6-0	Baldwin	18575/01	11.6.01	1.57	
330 Ub	4-6-0	Baldwin	18576/01	3.6.01	1.57	
331 Ub	4-6-0	Baldwin	18577/01	17.6.01	3.55	
332 Ub	4-6-0	Baldwin	18578/01	20.6.01	3.55	
333 Ub	4-6-0	Baldwin	18579/01	7.6.01	3.35	
334 Ub	4-6-0	Baldwin	18580/01	29.6.01	3.35	
335 Ub	4-6-0	Baldwin	18581/01	20.6.01	6.53	
336 Ub	4-6-0	Baldwin	18582/01	13.6.01	3.55	
337 Ub	4-6-0	Baldwin	18583/01	6.6.01	3.55	
338 Q	4-6-2	Baldwin	19202/01	9.3.02	28.2.48	
339 Q	4-6-2	Baldwin	19203/01	5.3.02	5.1.57	
340 Q	4-6-2	Baldwin	19204/01	11.3.02	8.11.41	
341 Q	4-6-2	Baldwin	19205/01	6.3.02	24.5.41	
342 Q	4-6-2	Baldwin	19206/01	11.3.02	28.2.48	
343 Q	4-6-2	Baldwin	19207/01	7.3.02	7.12.57	

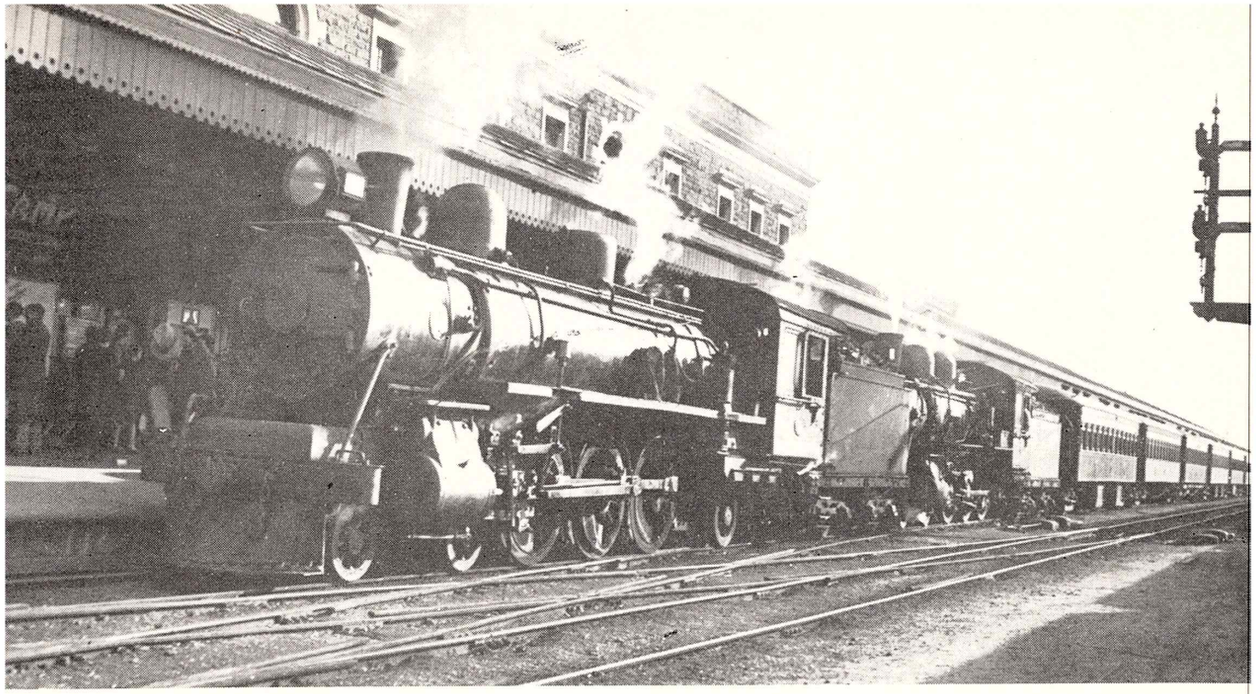
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
344 Q	4-6-2	Baldwin	19248/01	7.3.02	21.6.41	
345 Q	4-6-2	Baldwin	19249/01	5.3.02	28.2.48	
346 Q	4-6-2	Baldwin	19250/01	11.3.02	22.6.57	
347 Q	4-6-2	Baldwin	19251/01	25.12.01	5.3.55	
348 Q	4-6-2	Baldwin	19252/01	16.9.02	28.2.48	
349 Q	4-6-2	Baldwin	19253/01	24.12.01	28.2.48	
350 Q	4-6-2	Baldwin	19254/01	17.9.02	24.7.48	
351 N	2-6-2	Baldwin	19270/01	20.11.01	31.3.27	
352 N	2-6-2	Baldwin	19271/01	18.11.01	27.8.29	
353 N	2-6-2	Baldwin	19272/01	22.11.01	31.3.27	
354 N	2-6-2	Baldwin	19273/01	22.11.01	31.3.27	
355 Wd	2-6-4T	Baldwin	19259/01	25.12.01	4.34	
356 Wd	2-6-4T	Baldwin	19260/01	11.2.02	1.33	Sold
357 Wd	2-6-4T	Baldwin	19261/01	21.12.01	3.35	Sold
358 Wd	2-6-4T	Baldwin	19262/01	22.1.02	8.34	
359 Wd	2-6-4T	Baldwin	19263/01	1.2.02	3.36	
360 Wd	2-6-4T	Baldwin	19264/01	5.12.01	3.36	
361 Uc	4-6-0	Sharp Stewart	4745/01	16.8.01	1.57	
362 Uc	4-6-0	Sharp Stewart	4746/01	7.8.01	10.58	
363 Uc	4-6-0	Sharp Stewart	4747/01	28.9.01	8.36	
364 Uc	4-6-0	Sharp Stewart	4748/01	28.9.01	2.57	
365 Uc	4-6-0	Sharp Stewart	4749/01	7.10.01	10.59	
366 Uc	4-6-0	Sharp Stewart	4750/01	10.10.01	8.36	
367 Uc	4-6-0	Sharp Stewart	4751/01	12.10.01	10.55	
368 Uc	4-6-0	Sharp Stewart	4752/01	18.10.01	12.34	
369 Uc	4-6-0	Sharp Stewart	4753/01	21.10.01	1.57	
370 Uc	4-6-0	Sharp Stewart	4754/01	24.10.01	1.57	
371 Ub	4-6-0	Alco (Richmond)	3275/01	29.2.02	10.33	
372 Fb	0-6-2T	NZR Addington	45/02	16.8.02	3.36	[3] [24]
373 Fb	0-6-2T	NZR Addington	46/02	5.11.02	7.36	[3]
374 Fb	0-6-2T	NZR Addington	52/02	22.1.03	1936	[3]
375 Fb	0-6-2T	NZR Addington	56/03	29.7.03	3.36	[3]
375 We	4-6-4T	NZR Hillside	—	—	3.69	[23]
376 Fb	0-6-2T	NZR Addington	57/03	28.8.03	3.31	[3]
376 We	4-6-4T	NZR Addington	—	—	29.2.64	[17]
377 We	4-6-4T	NZR Hillside	—	—	9.66	[15]
378 U	4-6-0	NZR Addington	58/03	5.11.03	3.56	
379 Wf	2-6-4T	NZR Addington	59/04	9.6.04	10.10.64	
380 Wf	2-6-4T	NZR Addington	60/04	23.7.04	9.66	
381 Wf	2-6-4T	NZR Addington	61/04	13.9.04	1939	Sold
382 Wf	2-6-4T	NZR Addington	62/04	29.9.04	10.10.64	
383 Wf	2-6-4T	NZR Addington	63/04	16.12.04	12.67	
384 Wf	2-6-4T	NZR Addington	64/05	17.2.05	12.58	
385 Wf	2-6-4T	NZR Addington	65/05	4.4.05	1939	Sold
386 Wf	2-6-4T	NZR Addington	66/05	22.9.05	10.58	Preserved
387 Wf	2-6-4T	NZR Addington	67/05	14.8.05	10.10.64	
388 Wf	2-6-4T	NZR Addington	68/05	25.9.05	6.65	
389 Wf	2-6-4T	Price	1/04	1.9.04	10.60	
390 Wf	2-6-4T	Price	2/04	27.9.04	10.63	
391 Wf	2-6-4T	Price	3/04	11.11.04	9.66	
392 Wf	2-6-4T	Price	4/04	29.11.04	1944	Sold
393 Wf	2-6-4T	Price	5/04	20.12.04	3.67	Preserved
394 Wf	2-6-4T	Price	6/04	9.2.05	10.10.64	
395 Wf	2-6-4T	Price	7/04	21.3.05	2.56	
396 Wf	2-6-4T	Price	8/04	18.4.05	11.57	
397 Wf	2-6-4T	Price	9/05	30.5.05	6.56	
398 Wf	2-6-4T	Price	10/05	29.6.05	5.54	[25]
399 A	4-6-2	NZR Addington	73/06	27.3.07	2.59	[7]
400 Wf	2-6-4T	NZR Hillside	74/07	1.7.07	5.54	
401 Wf	2-6-4T	NZR Hillside	75/07	5.7.07	11.66	

Wd 327 is seen on the car shunt at Thorndon in 1935, while Ww 571 is about to depart with a suburban train. *(W. W. Stewart)*

Ub 329, one of the ten piston-valve machines of 1901, soon after arrival. The road number painted on the sand dome was a typical American feature which soon disappeared. *(S. A. Rockliff collection)*

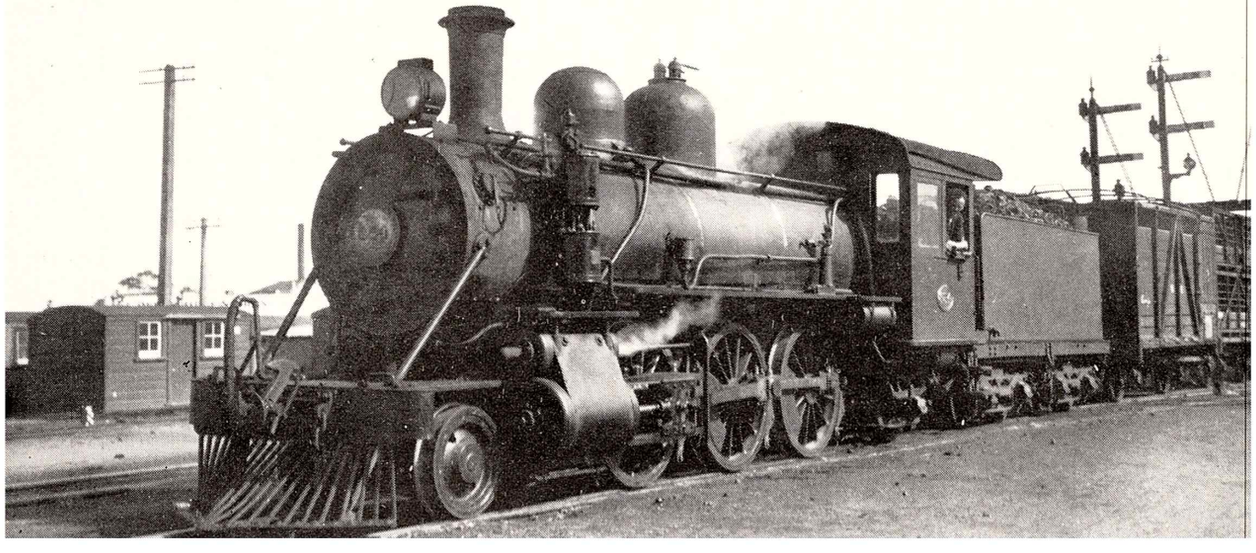


Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
402 Wf	2-6-4T	NZR Hillside	76/07	18.9.07	10.10.64	
403 Wf	2-6-4T	NZR Hillside	77/07	4.10.07	7.69	
404 Wf	2-6-4T	NZR Hillside	78/07	10.12.07	6.56	
405 Wf	2-6-4T	NZR Hillside	79/07	30.12.07	1944	Sold
406 A	4-6-2	NZR Addington	80/07	20.12.07	3.68	[7]
407 A	4-6-2	NZR Addington	81/08	12.3.08	10.62	[7]
408 A	4-6-2	NZR Addington	82/08	31.3.08	7.61	[7]
409 A	4-6-2	NZR Addington	83/07	20.7.07	10.59	[26]
410 A	4-6-2	Price	13/07	6.12.07	8.60	[7]
411 A	4-6-2	Price	14/08	14.2.08	8.66	[7]
412 A	4-6-2	Price	15/08	30.2.08	7.61	[7]
413 A	4-6-2	Price	16/08	28.5.08	23.5.64	[7]
414 A	4-6-2	Price	17/08	30.6.08	23.5.64	[7]
415 A	4-6-2	Price	18/08	1.8.08	7.62	[7]
416 A	4-6-2	Price	19/08	16.9.08	10.67	[7]
417 A	4-6-2	Price	20/08	23.9.08	23.5.64	[7]
418 A	4-6-2	Price	21/08	27.11.08	3.65	[7]
419 A	4-6-2	Price	22/08	21.12.08	7.61	[7]
420 A	4-6-2	Price	23/08	12.2.09	11.61	[7]
421 A	4-6-2	Price	24/09	15.3.09	3.65	[7]
422 A	4-6-2	Price	25/09	16.4.09	20.6.64	[7]
423 A	4-6-2	Price	26/09	15.5.09	7.69	Preserved [7]
424 A	4-6-2	Price	27/09	18.6.09	3.69	[7]
425 A	4-6-2	Price	28/08	16.7.09	3.65	[7]
426 A	4-6-2	Price	29/09	27.8.09	3.69	[7]
427 A	4-6-2	Price	30/09	20.8.09	10.10.64	[7]
428 A	4-6-2	Price	31/09	6.11.09	7.69	Preserved [7]
429 A	4-6-2	Price	32/09	29.11.09	9.59	[7]
430 Wf	2-6-4T	NZR Hillside	85/08	26.10.08	9.66	
431 Wf	2-6-4T	NZR Hillside	86/08	3.11.08	1944	Sold
432 Wf	2-6-4T	NZR Hillside	87/08	30.12.08	4.59	
433 Wf	2-6-4T	NZR Hillside	88/08	3.2.09	3.68	
434 Wf	2-6-4T	NZR Hillside	89/08	27.2.09	1944	Sold
435 Wf	2-6-4T	NZR Hillside	90/08	26.3.09	2.61	
436 Wf	2-6-4T	NZR Hillside	91/09	31.3.09	1939	Sold
437 Wf	2-6-4T	NZR Hillside	92/09	15.5.09	1939	Sold
438 Wf	2-6-4T	NZR Hillside	93/09	22.5.09	10.10.64	
439 X	4-8-2	NZR Addington	94/08	9.1.09	2.3.57	[27]
440 X	4-8-2	NZR Addington	95/08	25.3.09	2.3.57	[27]
441 X	4-8-2	NZR Addington	96/09	10.5.09	2.3.57	
442 X	4-8-2	NZR Addington	97/09	10.7.09	4.3.44	Sold [27]
443 X	4-8-2	NZR Addington	98/09	1.12.09	2.3.57	[27]
444 X	4-8-2	NZR Addington	99/09	3.2.10	2.3.57	[27]
445 X	4-8-2	NZR Addington	100/09	24.5.10	26.5.49	
446 X	4-8-2	NZR Addington	101/09	30.4.10	6.12.46	[27] sold
447 Wh	2-6-2T	Manning Wardle	920/84		12.11.27	WMR 1 sold
448 Wh	2-6-2T	Manning Wardle	921/84		11.12.26	WMR 2 sold
449 Wh	2-6-2T	Manning Wardle	923/84		15.8.14	WMR 4 sold
449 Ww	4-6-4T	NZR Hillside	206/17	4.18	2.56	
450 V	2-6-2	Nasmyth Wilson	282/85		31.3.22	WMR 6
451 V	2-6-2	Nasmyth Wilson	283/85		31.3.22	WMR 7
452 V	2-6-2	Nasmyth Wilson	284/85		31.3.22	WMR 8
453 N	2-6-2	Baldwin	12104/91		13.11.26	WMR 9
454 N	2-6-2	Baldwin	12106/91		31.3.28	WMR 10
455 Ob	2-8-0	Baldwin	9018/88	9.88	24.3.31	WMR 11
456 Ob	2-8-0	Baldwin	9021/88	9.88	21.9.29	WMR 12
457 Oa	2-8-0	Baldwin	13908/94	6.8.94	12.12.29	WMR 13
458 Oc	2-8-0	Baldwin	15055/96	20.6.97	30.7.30	WMR 16
459 Na	2-6-2	Baldwin	13913/94	8.9.94	31.3.29	WMR 14

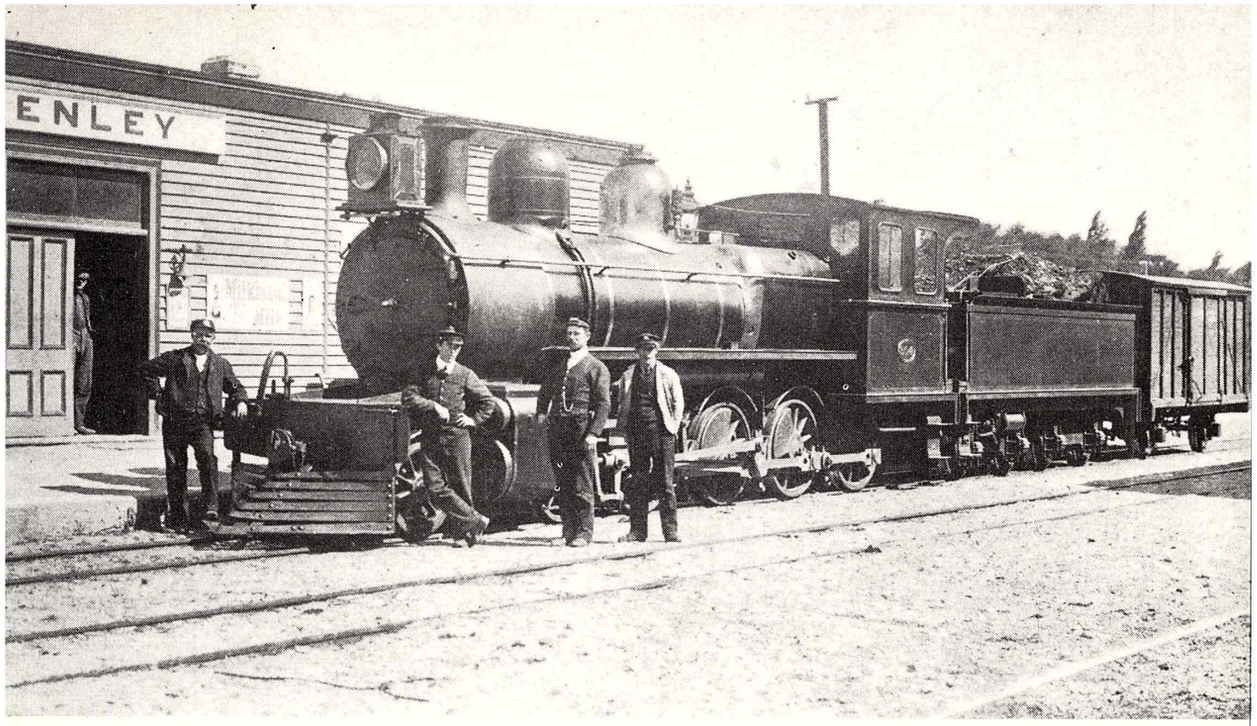


The "Q" class were the first true Pacifics. Q 338 with Ub 336 were about to leave Dunedin with a daffodil excursion to Lawrence in the spring of 1937. *(S. A. Rockliff)*

The four "N" class locos of 1901 were ordered for work in the Auckland district over light track and bridges which would not permit the running of heavier engines. No. 354 had been relegated to shunting duties at Frankton Junction when photographed in 1922. *(S. A. Rockliff collection)*

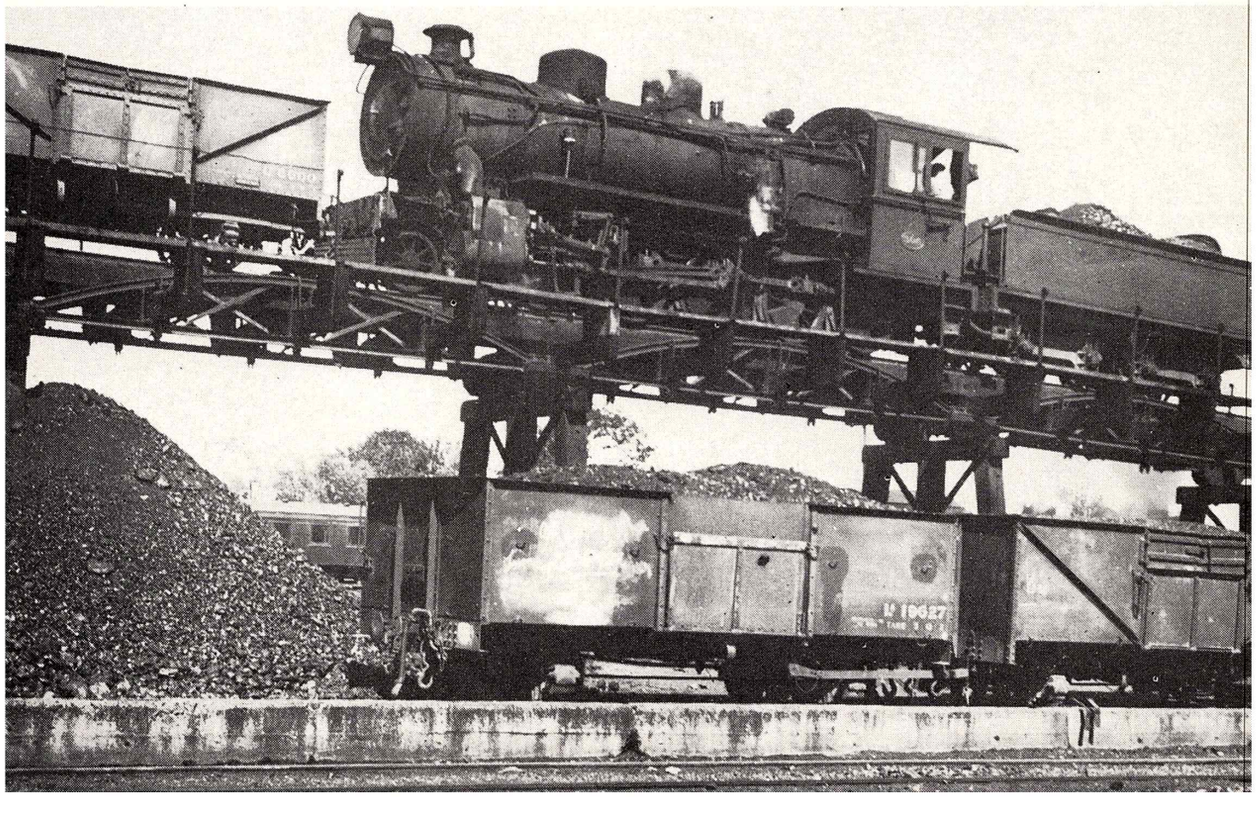


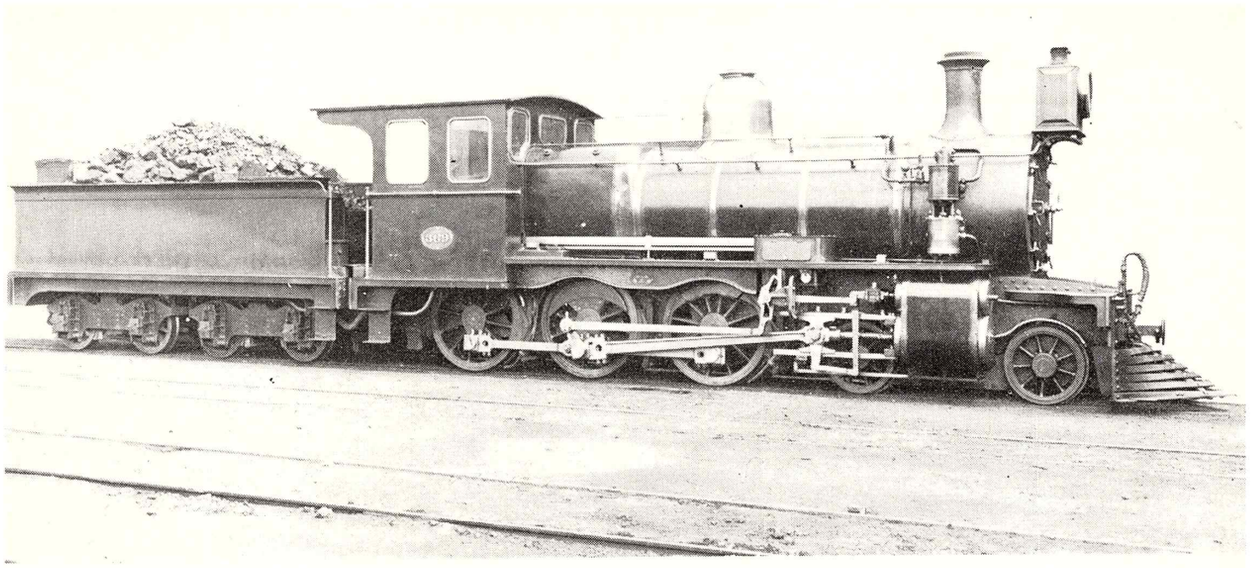
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
460 Na	2-6-2	Baldwin	15054/96	10.97	1.7.29	WMR 15
461 Nc	2-6-2	Baldwin	19797/01	8.5.02	20.3.31	WMR 5
462 Nc	2-6-2	Baldwin	23594/04	9.04	15.9.28	WMR 18
463 Bc	2-8-2	Baldwin	19796/01	10.6.02	31.3.27	WMR 17
464 Ud	4-6-0	Baldwin	24086/04	10.11.04	30.7.29	WMR 19
465 Ud	4-6-0	Baldwin	24087/04	7.12.04	31.3.31	WMR 20
466 Wj	2-8-4T	Baldwin	23596/04	7.04	31.3.28	WMR 3
467 Wf	2-6-4T	Price	11/06	28.5.06	31.3.64	[28]
468 Wf	2-6-4T	Price	12/06	26.6.06	6.65	[28]
469 A	4-6-2	Price	33/10	18.10.10	7.61	[7]
470 A	4-6-2	Price	34/10	29.11.10	12.65	[7]
471 A	4-6-2	Price	35/11	31.1.11	4.62	[7]
472 A	4-6-2	Price	36/11	13.3.11	9.66	[7]
473 A	4-6-2	Price	37/11	25.4.11	2.59	[7]
474 A	4-6-2	Price	38/11	2.6.11	8.66	[7]
475 A	4-6-2	Price	39/11	14.7.11	5.63	[7]
476 A	4-6-2	Price	40/11	22.8.11	7.61	[7]
477 A	4-6-2	Price	41/11	9.10.11	3.62	[7]
478 A	4-6-2	Price	42/11	7.11.11	3.65	[7]
479 Wg	4-6-4T	NZR Hillside	103/10	13.9.10	31.3.64	[29]
480 Wg	4-6-4T	NZR Hillside	104/10	18.10.10	6.69	Preserved [29]
481 Wg	4-6-4T	NZR Hillside	105/10	20.10.10	5.59	[29]
482 Wg	4-6-4T	NZR Hillside	106/10	3.11.10	2.57	[29]
483 Wg	4-6-4T	NZR Hillside	107/10	12.12.10	2.56	
484 Wg	4-6-4T	NZR Hillside	108/10	12.12.10	2.56	
485 Wg	4-6-4T	NZR Hillside	109/11	23.3.11	2.52	
486 Wg	4-6-4T	NZR Hillside	110/11	13.4.11	29.1.64	[29]
487 Wg	4-6-4T	NZR Hillside	111/11	13.4.11	6.53	
488 Wg	4-6-4T	NZR Hillside	113/11	20.12.11	29.2.64	[29]
489 Wg	4-6-4T	NZR Hillside	114/12	8.6.12	3.57	[29]
490 Wg	4-6-4T	NZR Hillside	115/12	18.6.12	8.59	[29]
491 Wg	4-6-4T	NZR Hillside	116/12	15.6.12	8.55	[29]
492 Wg	4-6-4T	NZR Hillside	117/12	21.8.12	2.56	[29]
493 Wg	4-6-4T	NZR Hillside	118/12	7.9.12	3.57	[29]
494 Wg	4-6-4T	NZR Hillside	119/12	10.9.12	3.57	[29]
495 Wg	4-6-4T	NZR Hillside	120/12	21.10.12	2.56	[29]
496 Wg	4-6-4T	NZR Hillside	121/12	2.11.12	2.56	[29]
497 Ba	4-8-0	NZR Addington	123/11	20.12.11	23.5.64	
498 Ba	4-8-0	NZR Addington	124/12	25.3.12	9.66	[11]
499 Ba	4-8-0	NZR Addington	125/12	6.4.12	10.10.64	[11]
500 Ba	4-8-0	NZR Addington	126/12	13.6.12	12.65	
501-550						[30]
542 Y	0-6-0T	Hunslet	1444/23	19.10.23	17.8.57	Sold [31]
543 Y	0-6-0T	Hunslet	1443/23	20.11.23	1.2.58	[31]
544 Y	0-6-0T	Hunslet	1445/23	20.12.23	17.8.57	[31]
551 Ba	4-8-0	NZR Addington	127/12	2.10.12	8.68	
552 Ba	4-8-0	NZR Addington	128/12	12.12.12	6.69	Preserved [11]
553 Ba	4-8-0	NZR Addington	129/13	18.2.13	10.67	[11]
554 Ba	4-8-0	NZR Addington	130/13	9.4.13	5.63	
555 Ba	4-8-0	NZR Addington	131/13	14.5.13	6.57	
556 Ww	4-6-4T	NZR Hillside	132/13	29.5.13	2.63	
557 Ww	4-6-4T	NZR Hillside	133/13	1.7.13	8.58	
558 Ww	4-6-4T	NZR Hillside	134/13	10.7.13	3.57	
559 Ww	4-6-4T	NZR Hillside	135/13	10.8.13	3.57	
560 Ww	4-6-4T	NZR Hillside	136/13	19.8.13	8.61	
561 Ww	4-6-4T	NZR Hillside	137/13	11.10.13	2.63	
562 Ww	4-6-4T	NZR Hillside	138/13	31.10.13	—	[32]
563 Ww	4-6-4T	NZR Hillside	139/13	23.12.13	2.56	
564 Ww	4-6-4T	NZR Hillside	140/13	23.12.13	2.63	



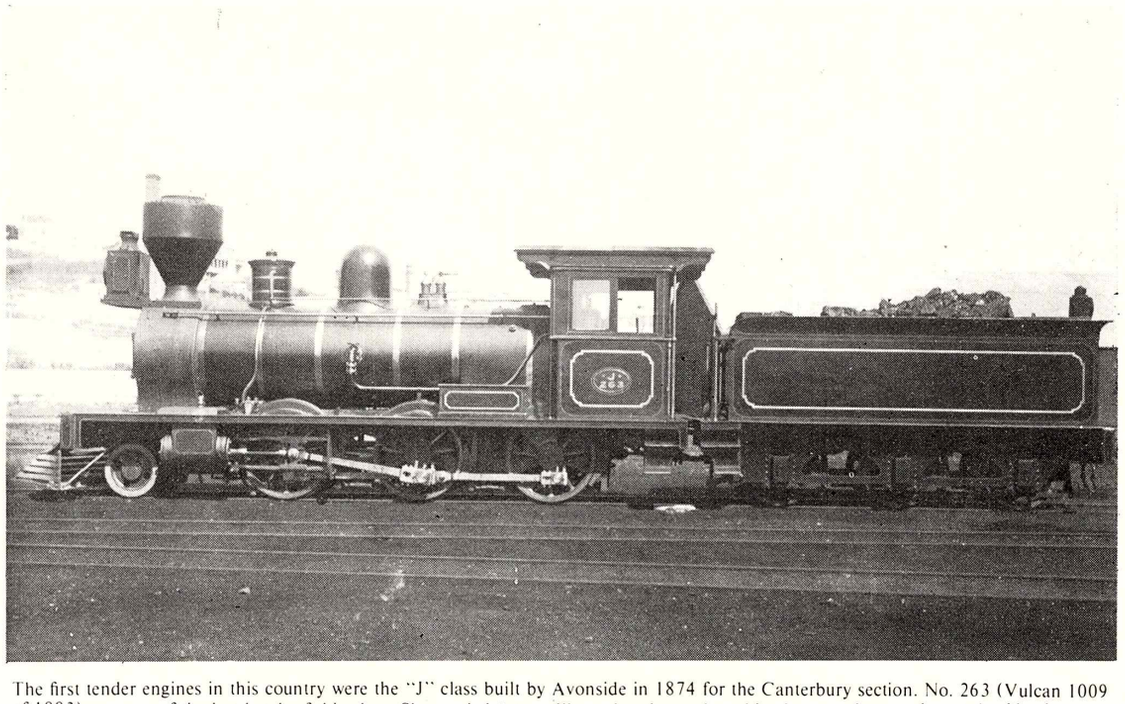
The "B" class were the first NZ-built goods engines. No. 304 (NZR No. 43 of 1902) posed at Henley in March 1906. *(S.A. Rockliff collection)*

No. 306 (NZR No. 54 of 1903) is pictured on the coal stage at Linwood loco depot, Christchurch, in February 1947. She was rebuilt in 1930 with a high-pitched, wide-firebox boiler in place of the original Belpaire-firebox version. *(J. A. T. Terry)*





The Scottish version of the 4-6-0. Uc 369 (Sharp Stewart 4753 of 1901) in the traditional official photograph. This class represented the final development of the Addington "U". *(S. A. Rockliff collection)*



The first tender engines in this country were the "J" class built by Avonside in 1874 for the Canterbury section. No. 263 (Vulcan 1009 of 1883) was one of the last batch of this class. She carried "starred" numberplates when this photograph was taken at Auckland. *(S. A. Rockliff collection)*

Road No Type and class		Builder	Maker's Number	Date in Service	Written Off	Remarks
565 Ww	4-6-4T	NZR Hillside	141/13	16.1.14	2.57	
566 Ww	4-6-4T	NZR Hillside	142/14	7.14	2.57	
567 Ww	4-6-4T	NZR Hillside	143/14	1.8.14	3.57	
568 Ww	4-6-4T	NZR Hillside	144/14	1.9.14	3.57	
569 Ww	4-6-4T	NZR Hillside	145/14	12.9.14	31.3.64	
570 Ww	4-6-4T	NZR Hillside	146/14	7.10.14	2.57	
571 Ww	4-6-4T	NZR Hillside	147/14	4.11.14	7.69	Preserved [33]
572 Ww	4-6-4T	NZR Hillside	148/14	19.11.14	3.57	
573 Ww	4-6-4T	NZR Hillside	149/14	10.12.14	9.66	
574 Ww	4-6-4T	NZR Hillside	150/14	19.12.14	7.69	[33]
575 Ww	4-6-4T	NZR Hillside	151/14	12.1.15	5.68	[33]
576 D	2-4-0T	Neilson	2563/80	21.5.81	14.8.22	Sold [13]
577 C	0-4-2T	Neilson	1766/73	1875	2.22	Sold [10]
578 A	4-6-2	Price	43/12	2.7.12	2.63	[7]
579 A	4-6-2	Price	44/12	6.8.12	8.58	[7]
580 A	4-6-2	Price	45/12	27.9.12	12.67	[7]
581 A	4-6-2	Price	46/12	1.11.12	20.6.64	[7]
582 A	4-6-2	Price	47/12	3.12.12	7.61	[7]
583 A	4-6-2	Price	48/13	14.2.13	10.54	[7]
584 A	4-6-2	Price	49/13	25.3.13	2.57	[7]
585 A	4-6-2	Price	50/13	16.5.13	3.57	[7]
586 A	4-6-2	Price	51/13	20.6.13	2.57	[7]
587 A	4-6-2	Price	52/13	13.8.13	10.54	[7]
588 X	4-8-2	NZR Addington	152/13	14.10.13	2.3.57	[27]
589 X	4-8-2	NZR Addington	153/13	11.11.13	6.49	
590 X	4-8-2	NZR Addington	154/14	27.1.14	2.3.57	
591 X	4-8-2	NZR Addington	155/14	17.3.14	2.3.57	[27]
592 X	4-8-2	NZR Addington	156/14	22.6.14	2.3.57	[27]
593 X	4-8-2	NZR Addington	157/14	3.9.14	2.3.57	[27]
594 X	4-8-2	NZR Addington	158/14	31.10.14	2.3.57	[27]
595 X	4-8-2	NZR Addington	159/14	3.12.14	2.3.57	
596 X	4-8-2	NZR Addington	160/14	26.1.15	2.3.57	[27]
597 X	4-8-2	NZR Addington	161/15	1.4.15	2.3.57	
598 A	4-6-2	Price	53/13	31.10.13	10.68	[7]
599 A	4-6-2	Price	54/13	28.11.13	10.59	[7]
600 A	4-6-2	Price	55/14	19.2.14	12.57	[7]
601 A	4-6-2	Price	56/14	16.3.14	6.61	[7]
602 A	4-6-2	Price	57/14	28.4.14	6.69	[7]
603 A	4-6-2	Price	58/14	30.5.14	3.57	[7]
604 A	4-6-2	Price	59/14	10.7.14	2.57	[7]
605 A	4-6-2	Price	60/14	12.8.14	12.57	[7]
606 A	4-6-2	Price	61/14	26.8.14	2.57	[7]
607 A	4-6-2	Price	62/14	10.10.14	2.57	[7]
608 Ab	4-6-2	NZR Addington	163/15	10.15	10.67	Preserved
609 Ab	4-6-2	NZR Addington	164/15	12.12.15	25.4.64	
610 Ab	4-6-2	NZR Addington	165/15	1.16	8.68	
611 Ab	4-6-2	NZR Addington	166/16	3.16	8.60	
612 Ab	4-6-2	NZR Addington	167/16	5.16	10.67	
613 Ab	4-6-2	NZR Addington	168/16	6.16	10.67	
614 Ab	4-6-2	NZR Addington	183/17	5.17	29.2.64	
615 Ab	4-6-2	NZR Addington	170/16	8.16	4.66	
616 Ab	4-6-2	NZR Addington	171/16	9.16	9.67	
617 Ab	4-6-2	NZR Addington	172/16	10.16	3.69	
618 Bb	4-8-0	Price	63/15	2.15	5.66	
619 Bb	4-8-0	Price	64/15	3.15	5.59	
620 Bb	4-8-0	Price	65/15	4.15	7.65	
621 Bb	4-8-0	Price	66/15	5.15	9.59	
622 Bb	4-8-0	Price	67/15	6.15	5.59	
623 Bb	4-8-0	Price	68/15	7.15	8.59	
624 Bb	4-8-0	Price	69/15	8.15	6.57	

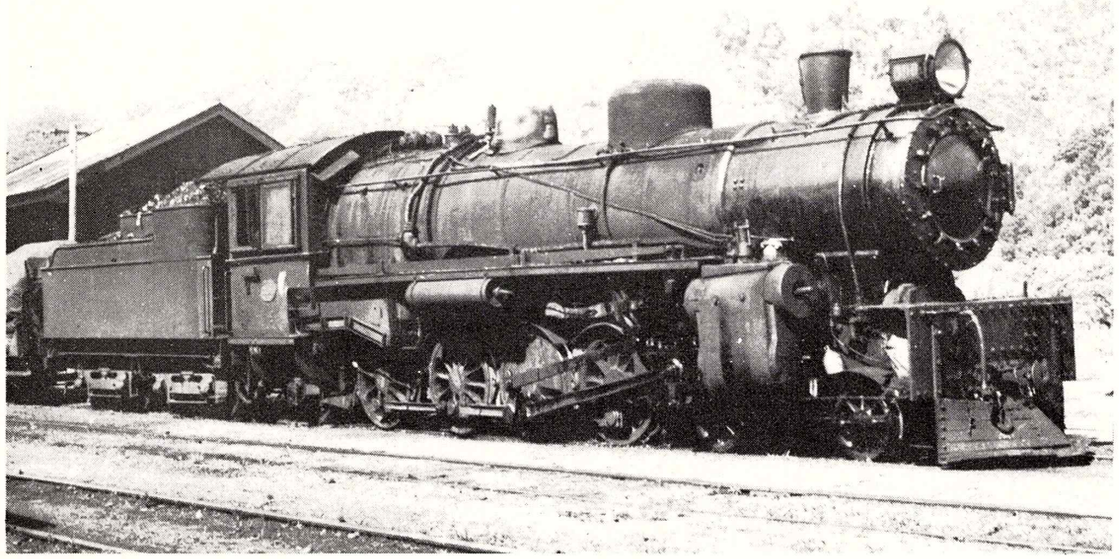
The only "A" class Pacific built as a simple-expansion engine. A 409 (NZR 83 of 1907) was the pattern to which the remainder of the class were converted between 1941 and 1949. She is seen shunting at Ashburton in 1958. *(G. W. Emerson)*

A 414 taking coal at Ranfurly while Ba 498 rests outside the shed. The propaganda on the tender was also common on "K" tenders and "Wab" side tanks in the late thirties and early forties. *(S. A. Rockliff)*

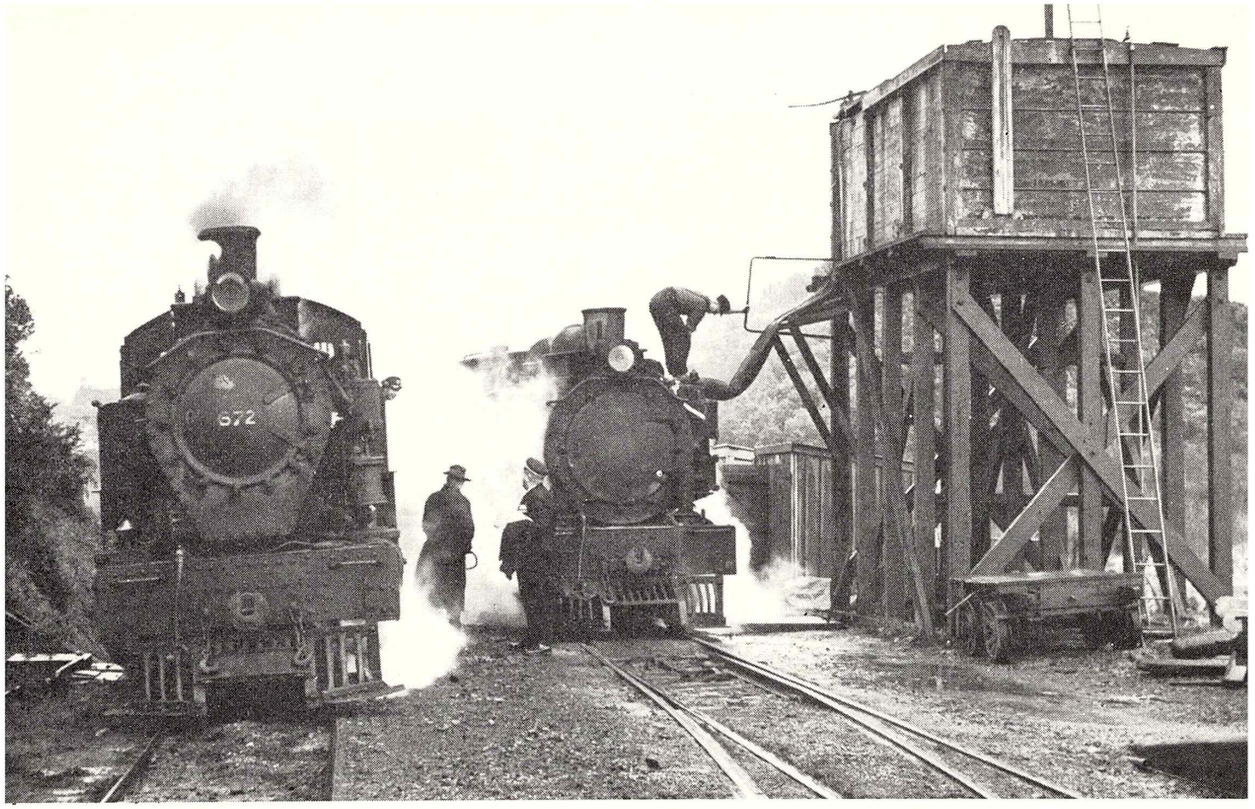
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
625 Bb	4-8-0	Price	70/15	8.15	9.62	
626 Bb	4-8-0	Price	71/15	9.15	8.68	
627 Bb	4-8-0	Price	72/15	11.15	4.66	
628 Bb	4-8-0	Price	73/15	12.15	2.63	
629 Bb	4-8-0	Price	74/15	12.15	4.66	
630 Bb	4-8-0	Price	75/16	2.16	10.67	
631 Bb	4-8-0	Price	76/16	5.16	9.66	
632 Bb	4-8-0	Price	77/16	5.16	8.59	
633 Bb	4-8-0	Price	78/16	6.16	8.68	
634 Bb	4-8-0	Price	79/16	6.16	10.63	
635 Bb	4-8-0	Price	80/16	9.16	12.65	
636 Bb	4-8-0	Price	81/16	9.16	5.66	
637 Bb	4-8-0	Price	82/16	11.16	10.63	
638 Ww	4-6-4T	NZR Addington	173/15	5.15	3.57	
639 Ww	4-6-4T	NZR Addington	174/15	6.15	2.57	
640 Ww	4-6-4T	NZR Addington	175/15	7.15	2.57	
641 Ww	4-6-4T	NZR Hillside	176/15	8.15	3.57	
642 Ww	4-6-4T	NZR Hillside	177/15	8.15	2.57	
643 Ww	4-6-4T	NZR Hillside	178/15	9.15	11.58	
644 Ww	4-6-4T	NZR Hillside	179/15	10.15	7.69	Preserved [33]
645 Ww	4-6-4T	NZR Hillside	180/15	10.15	3.57	
646 Ww	4-6-4T	NZR Hillside	181/15	11.15	2.56	
647 Ww	4-6-4T	NZR Hillside	182/15	12.15	3.57	
648 Aa	4-6-2	Baldwin	41826/14	6.15	22.12.55	
649 Aa	4-6-2	Baldwin	41827/14	6.15	2.57	
650 Aa	4-6-2	Baldwin	41828/14	6.15	2.57	
651 Aa	4-6-2	Baldwin	41829/14	6.15	2.57	
652 Aa	4-6-2	Baldwin	41830/14	6.15	22.12.55	
653 Aa	4-6-2	Baldwin	41831/14	6.15	22.12.55	
654 Aa	4-6-2	Baldwin	41832/14	6.15	22.12.55	
655 Aa	4-6-2	Baldwin	41833/14	6.15	22.12.55	
656 Aa	4-6-2	Baldwin	41834/14	6.15	2.57	
657 Aa	4-6-2	Baldwin	41835/14	6.15	22.12.55	
658 Ab	4-6-2	NZR Addington	169/16	8.16	10.68	
659 Ab	4-6-2	NZR Addington	184/17	7.17	29.2.64	
660 Ab	4-6-2	NZR Addington	185/17	8.17	8.68	
661 Ab	4-6-2	NZR Addington	186/17	9.17	31.3.64	
662 Ab	4-6-2	NZR Addington	187/17	11.17	10.67	
663 Ab	4-6-2	NZR Addington	188/17	12.17	7.69	[34]
664 Ab	4-6-2	NZR Addington	189/17	2.18	11.63	
665 Ab	4-6-2	NZR Addington	190/18	3.18	4.63	
666						[35]
667 Ww	4-6-4T	NZR Hillside	138/13		3.57	[32]
668 Ww	4-6-4T	NZR Hillside	193/16	7.16	3.57	
669 Ww	4-6-4T	NZR Hillside	194/16	8.16	6.65	[33]
670 Ww	4-6-4T	NZR Hillside	195/16	9.16	2.56	
671 Ww	4-6-4T	NZR Hillside	196/16	10.16	31.3.64	
672 Ww	4-6-4T	NZR Hillside	197/16	11.16	12.67	[33]
673 Ww	4-6-4T	NZR Hillside	198/16	12.16	3.57	
674 Ww	4-6-4T	NZR Hillside	199/16	1.17	2.56	
675 Ww	4-6-4T	NZR Hillside	200/16	2.17	3.57	
676 Ww	4-6-4T	NZR Hillside	201/16	3.17	3.57	
677 Ww	4-6-4T	NZR Hillside	202/17	3.17	2.57	
678 Ww	4-6-4T	NZR Hillside	209/19	5.19	7.69	[33]
679 Ww	4-6-4T	NZR Hillside	210/19	5.19	6.69	[33]
680 Ww	4-6-4T	NZR Hillside	211/19	6.19	7.69	[33]
681 Ww	4-6-4T	NZR Hillside	212/19	12.19	2.56	
682 Ww	4-6-4T	NZR Hillside	203/17	10.17	2.57	
683 Ww	4-6-4T	NZR Hillside	204/17	11.17	10.68	[33]
684 Ww	4-6-4T	NZR Hillside	207/17	3.18	12.67	[33]

Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
685 Ww	4-6-4T	NZR Hillside	208/17	5.18	2.56	
686 Ws	4-6-4T	NZR Addington	213/17	7.17	4.63	[36]
687 Wab	4-6-4T	NZR Addington	214/18	4.18	1.66	
688 Ab	4-6-2	NZR Addington	191/21	10.21	5.68	
689 Ab	4-6-2	NZR Addington	192/21	1.22	4.67	
690 Ab	4-6-2	NZR Addington	215/22	3.22	3.69	
691 Ab	4-6-2	NZR Addington	216/22	6.22	7.68	
692 Ab	4-6-2	NZR Addington	217/22	8.22	10.68	
693 Ab	4-6-2	NZR Addington	218/22	11.22	3.69	
694 Ab	4-6-2	NZR Addington	219/22	12.22	3.69	
695 Ab	4-6-2	NZR Addington	220/23	2.23	4.66	
696 Ab	4-6-2	NZR Addington	221/23	4.23	20.6.64	
697 Ab	4-6-2	NZR Addington	222/23	5.23	20.6.64	
698 Ab	4-6-2	Price	93/22	5.22	10.59	
699 Ab	4-6-2	Price	94/22	8.22	3.68	Preserved
700 Ab	4-6-2	Price	95/22	9.22	1.66	
701 Ab	4-6-2	Price	96/22	12.22	7.68	
702 Ab	4-6-2	Price	97/23	5.23	3.65	
703 Ab	4-6-2	Price	98/23	7.23	9.66	
704 Ab	4-6-2	Price	99/23	9.23	6.69	
705 Ab	4-6-2	Price	100/23	10.23	3.69	
706 Ab	4-6-2	Price	101/23	11.23	7.69	
707 Ab	4-6-2	Price	102/24	6.24	3.69	
708 Ab	4-6-2	Price	103/24	7.24	11.66	
709 Ab	4-6-2	Price	104/24	8.24	11.66	
710 Ab	4-6-2	Price	105/24	10.24	10.63	
711 Ab	4-6-2	Price	106/24	12.24	11.66	
712 Ab	4-6-2	Price	107/25	2.25	7.65	
713 Ab	4-6-2	Price	108/25	3.25	7.68	
714 Ab	4-6-2	Price	109/25	6.25	9.66	
715 Ab	4-6-2	Price	110/25	8.25	5.68	
716 Ab	4-6-2	Price	111/25	10.25	3.64	
717 Ab	4-6-2	Price	112/25	12.25	10.67	
718 Ab	4-6-2	North British	22848/21	1.22	3.69	
719 Ab	4-6-2	North British	22849/21	1.22	7.68	
720 Ab	4-6-2	North British	22853/21	1.22	8.68	
721 Ab	4-6-2	North British	22856/21	2.22	3.69	
722 Ab	4-6-2	North British	22857/21	2.22	11.66	
723 Ab	4-6-2	North British	22860/21	3.22	10.68	
724 Ab	4-6-2	North British	22869/21	4.22	3.69	
725 Ab	4-6-2	North British	22873/21	4.22	3.69	
726 Ab	4-6-2	North British	22875/21	5.22	10.68	
727 Ab	4-6-2	North British	22876/21	5.22	7.68	
728 Ab	4-6-2	North British	22877/21	5.22	8.68	
729 Ab	4-6-2	North British	22881/22	7.22	10.68	
730 Ab	4-6-2	North British	22883/22	8.22	3.69	
731 Ab	4-6-2	North British	22884/22	9.22	3.69	
732 Ab	4-6-2	North British	22878/22			[37]
732 Ab	4-6-2	North British	23043/23	10.23	3.69	
733 Ab	4-6-2	North British	22838/21	11.21	4.66	
734 Ab	4-6-2	North British	22845/21	12.21	2.65	
735 Ab	4-6-2	North British	22844/21	12.21	3.68	
736 Ab	4-6-2	North British	22841/21	12.21	3.66	
737 Ab	4-6-2	North British	22847/21	1.22	3.69	
738 Ab	4-6-2	North British	22852/21	1.22	1.65	
739 Ab	4-6-2	North British	22855/21	2.22	7.65	
740 Ab	4-6-2	North British	22859/21	2.22	10.67	
741 Ab	4-6-2	North British	22868/21	2.22	2.65	
742 Ab	4-6-2	North British	22872/21	4.22	2.65	
743 Ab	4-6-2	North British	22871/21	4.22	6.69	

Aa 654 (Baldwin 41832 of 1914) leaving Frankton Junction with a south-bound goods train in May 1949. The ten locomotives of this class, an enlarged and improved version of the "Q" class Pacifics, were the last American steam locomotives bought by the NZR. *(J. A. T. Terry)*

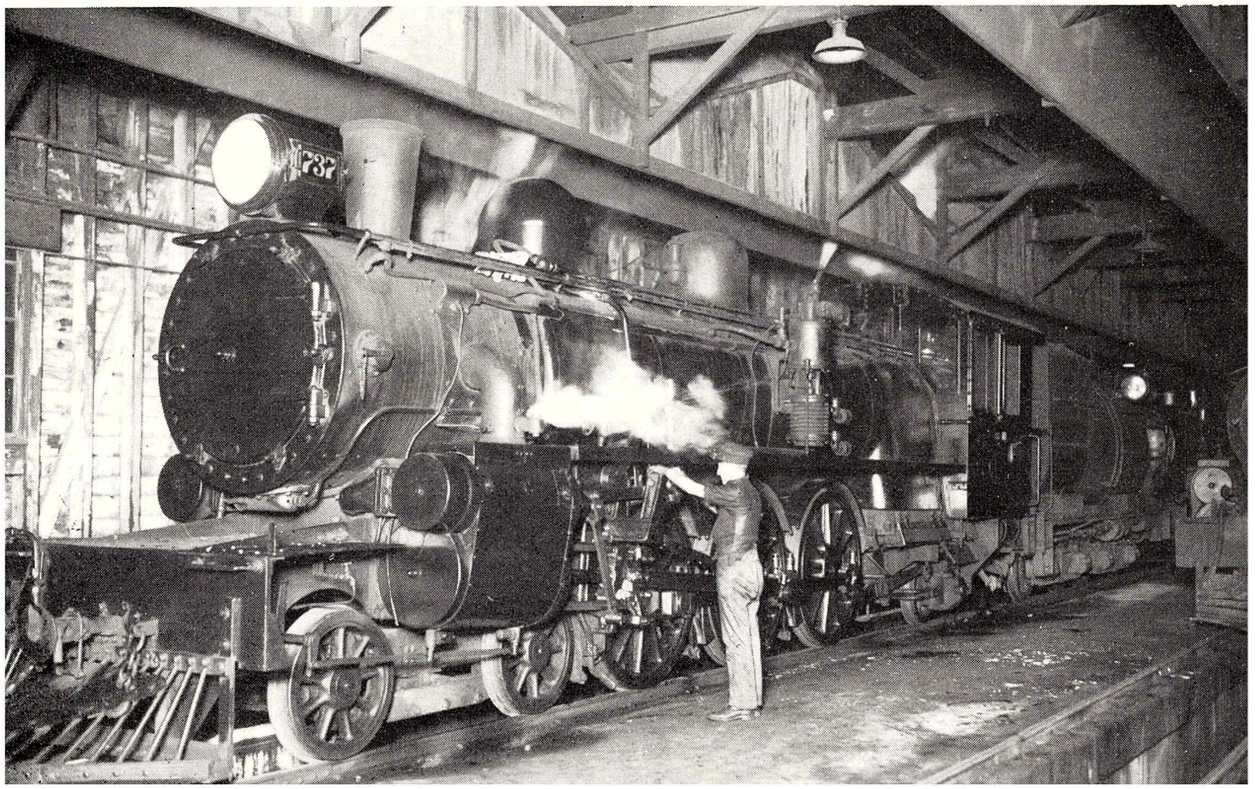


The Addington "X" was the goods engine version of the "A" class Pacific, designed for work on the North Island Main Trunk between Taihape and Taumarunui. X 590 remained a compound engine all her life but eleven of her sisters were converted to four-cylinder simple engines during the 1940's. Okahukura. November 1950. *(J. A. T. Terry).*

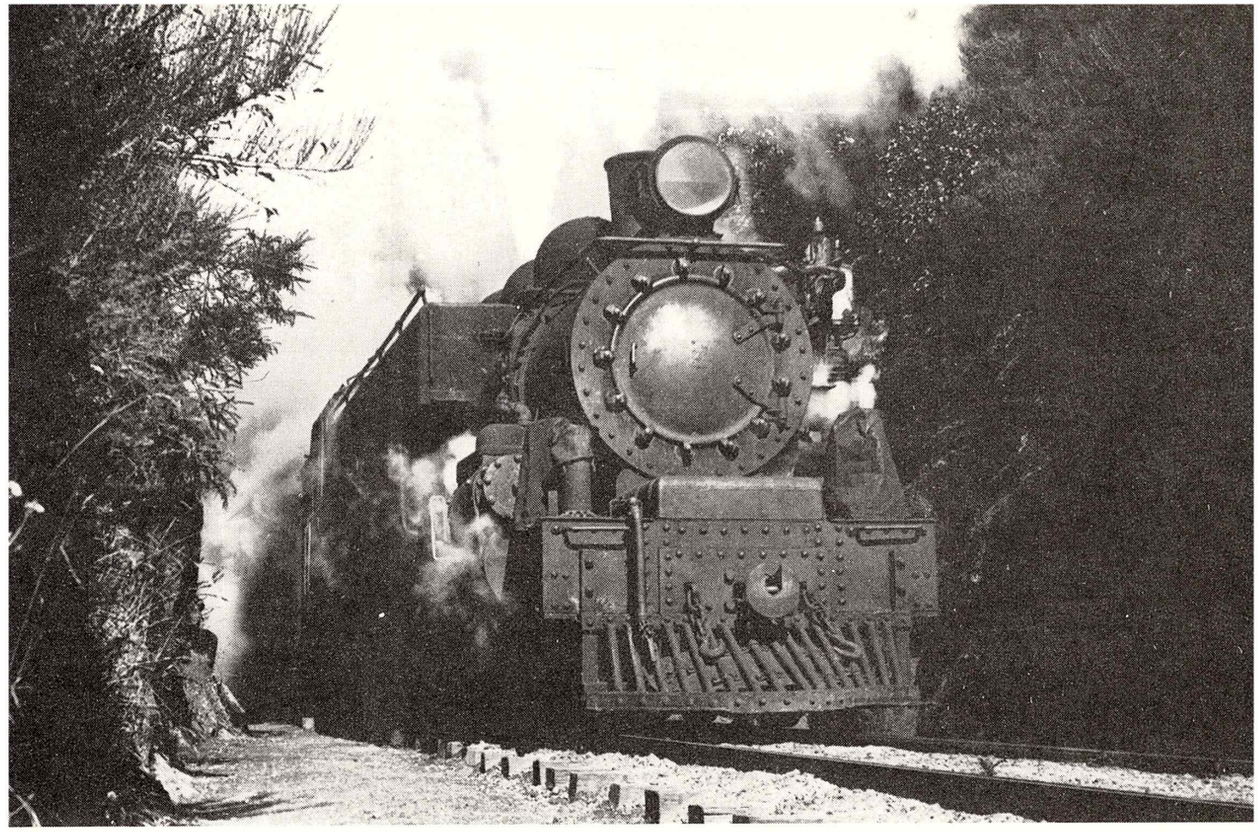


Ww 672 (NZR 197 of 1916) and We 377 (Sharp Stewart 4508 of 1899) pause at Dünollie at the foot of the Rewanui Incline. Both these 4-6-4 tank engines had been considerably altered: the "Ww" was renewed from the running plate up and the "We" converted from B 178, a 4-8-0 tender engine. *(D. L. A. Turner)*

Ab 737 (North British 22847 of 1921) at home in the Palmerston North running shed about 1930. The number is painted in black on the red headstock. *(S. A. Rockliff collection)*



Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
744 Ab	4-6-2	North British	22874/21	5.22	3.64	
745 Ab	4-6-2	North British	22880/22	7.22	1.57	
746 Ab	4-6-2	North British	22885/22	8.22	3.69	
747 Ab	4-6-2	North British	22836/21	12.21	10.63	
748 Ab	4-6-2	North British	22837/21	11.21	9.66	
749 Ab	4-6-2	North British	22839/21	1.22	10.59	
750 Ab	4-6-2	North British	22840/21	1.22	6.64	
751 Ab	4-6-2	North British	22842/21	12.21	10.67	
752 Ab	4-6-2	North British	22843/21	12.21	2.64	
753 Ab	4-6-2	North British	22846/21	1.22	10.68	
754 Ab	4-6-2	North British	22850/21	2.22	3.69	
755 Ab	4-6-2	North British	22851/21	2.22	3.68	
756 Ab	4-6-2	North British	22854/21	3.22	8.62	
757 Ab	4-6-2	North British	22858/21	3.22	3.64	
758 Ab	4-6-2	North British	22866/21	3.22	9.66	
759 Ab	4-6-2	North British	22867/21	4.22	1.65	
760 Ab	4-6-2	North British	22870/21	4.22	3.64	
761 Ab	4-6-2	North British	22882/22	8.22	6.65	
762 Ab	4-6-2	North British	22879/22			[37]
762 Ab	4-6-2	North British	23039/23	9.23	10.67	
763 Wab	4-6-4T	NZR Hillside	223/23	5.23	4.63	
764 Ws	4-6-4T	NZR Hillside	224/23	7.23	7.63	[38]
765 Ws	4-6-4T	NZR Hillside	225/23	8.23	4.63	[38]
766 Ws	4-6-4T	NZR Hillside	226/23	9.23	5.64	[38]
767 Ws	4-6-4T	NZR Hillside	227/23	11.23	4.63	[38]
768 Ws	4-6-4T	NZR Hillside	228/23	1.24	4.63	[38]
769 Ws	4-6-4T	NZR Hillside	229/24	5.24	4.63	[38]
770 Ws	4-6-4T	NZR Hillside	230/24	5.24	9.62	[38]
771 Ws	4-6-4T	NZR Hillside	231/24	7.24	9.62	[38]
772 Wab	4-6-4T	NZR Hillside	232/24	7.24	9.62	
773 Ab	4-6-2	North British	23040/23	9.23	10.68	
774 Ab	4-6-2	North British	23041/23	9.23	10.59	
775 Ab	4-6-2	North British	23042/23	9.23	10.58	
776 Ab	4-6-2	NZR Addington	233/25	5.25	4.66	
777 Ab	4-6-2	NZR Addington	234/25	6.25	3.69	
778 Ab	4-6-2	NZR Addington	235/25	9.25	7.69	[39]
779 Ab	4-6-2	NZR Addington	236/25	12.25	7.68	
780 Ab	4-6-2	NZR Addington	237/26	2.26	3.69	
781 Ab	4-6-2	NZR Addington	238/26	3.26	8.68	
782 Ab	4-6-2	NZR Addington	239/26	5.26	7.69	
783 Ab	4-6-2	NZR Addington	240/26	7.26	11.66	
784 Ab	4-6-2	NZR Addington	241/26	9.26	3.69	
785 Ab	4-6-2	NZR Addington	242/26	10.26	2.63	
786 Wab	4-6-4T	NZR Hillside	243/25	7.26	10.68	[40]
787 Wab	4-6-4T	NZR Hillside	244/25	8.26	4.66	[40]
788 Wab	4-6-4T	NZR Hillside	245/25	9.26	3.69	[40]
789 Wab	4-6-4T	NZR Hillside	246/25	10.26	3.69	[40]
790 Wab	4-6-4T	NZR Hillside	247/25	12.26	2.66	[40]
791 Wab	4-6-4T	NZR Hillside	248/26	12.26	10.67	[40]
792 Wab	4-6-4T	NZR Hillside	249/26	3.27	7.69	[40]
793 Wab	4-6-4T	NZR Hillside	250/26	3.27	3.69	[40]
794 Wab	4-6-4T	NZR Hillside	251/27	5.27	31.8.55	Sold
795 Wab	4-6-4T	NZR Hillside	252/27	5.27	7.69	[40, 39]
796 Wab	4-6-4T	Price	113/26	9.26	9.62	
797 Wab	4-6-4T	Price	114/26	9.26	5.63	
798 Wab	4-6-4T	Price	115/26	11.26	3.69	[40]
799 Ws	4-6-4T	Price	116/26	12.26	9.62	[38]
800 Ws	4-6-4T	Price	117/26	2.27	5.67	Preserved [38]
801 Ws	4-6-4T	Price	118/27	3.27	1.66	[38]
802 Ws	4-6-4T	Price	119/27	4.27	1.66	[38]

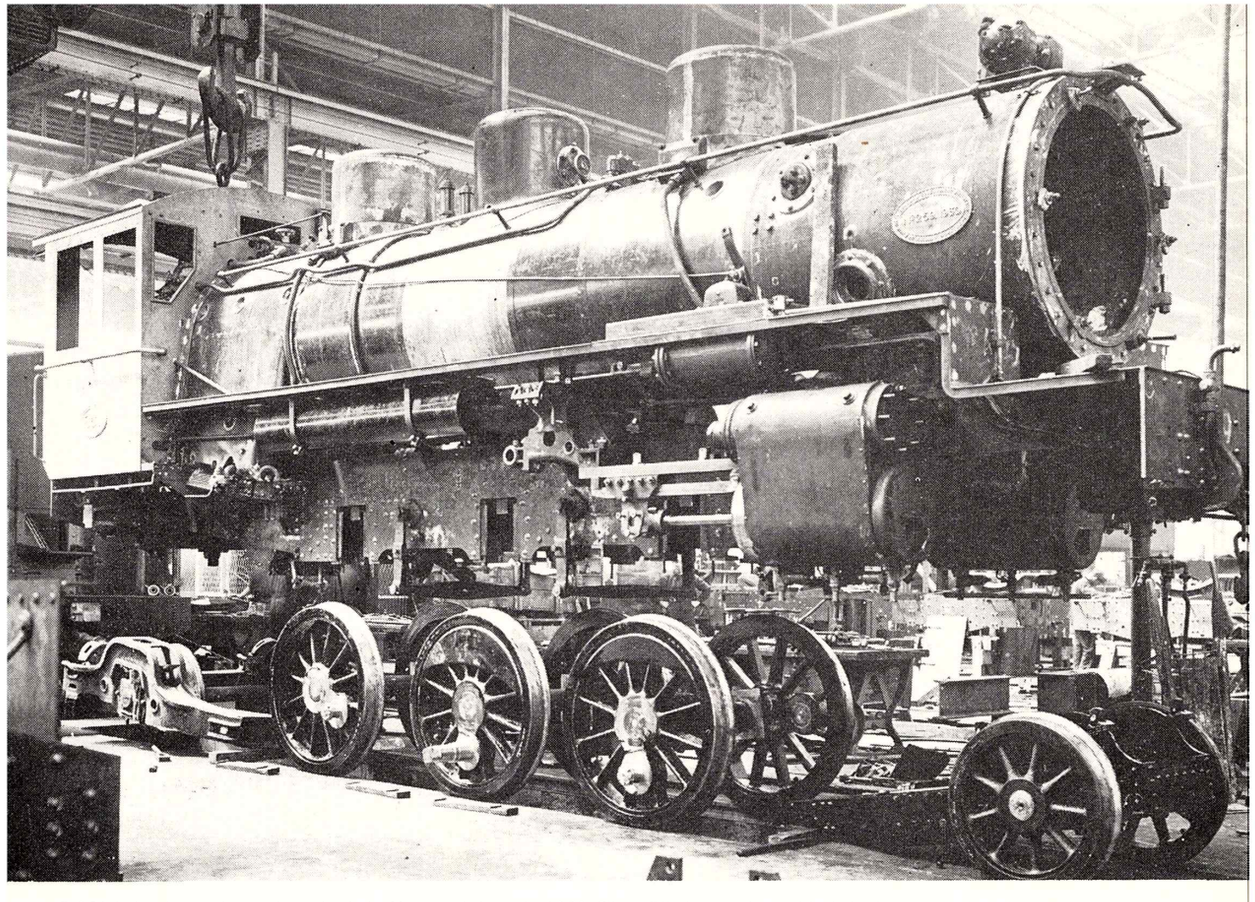


The heavy tank engine. Wab 788 emerging from the Macgregor tunnel on the Mihiwaka bank with a 12-total Dunedin-Oamaru passenger train, Easter 1942. *(S. A. Rockliff)*

Variation on a theme. Wab 790 and Ab 608 leave Dunedin with No. 174 express in March 1940. No. 790 was later converted to an "Ab" using the tender from a "G" class Pacific. *(S. A. Rockliff)*

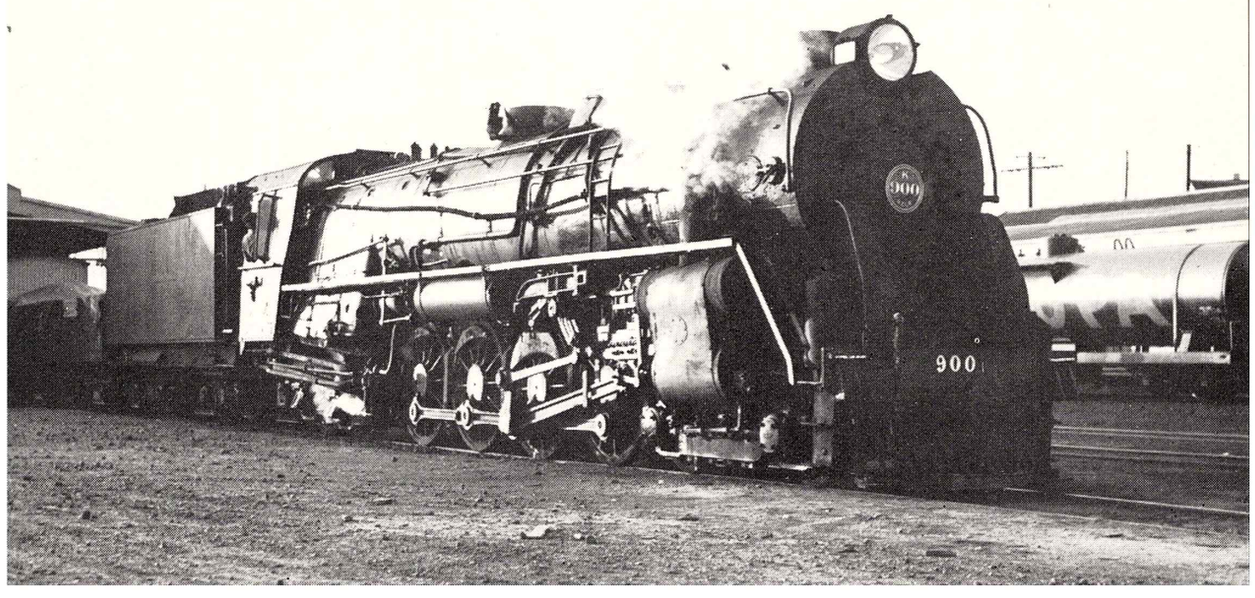
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
803 Ws	4-6-4T	Price	120/27	7.27	7.68	38, 40
804 Ab	4-6-2	North British	23173/25	6.25	4.66	
805 Ab	4-6-2	North British	23174/25	7.25	7.68	
806 Ab	4-6-2	North British	23175/25	7.25	3.69	
807 Ab	4-6-2	North British	23176/25	7.25	3.69	
808 Ab	4-6-2	North British	23183/25	7.25	9.67	
809 Ab	4-6-2	North British	23184/25	7.25	4.66	
810 Ab	4-6-2	North British	23185/25	7.25	10.67	
811 Ab	4-6-2	North British	23186/25	7.25	7.69	
812 Ab	4-6-2	North British	23182/25	7.25	10.67	
813 Ab	4-6-2	North British	23187/25	7.25	3.69	
814 Ab	4-6-2	North British	23177/25	6.25	3.64	
815 Ab	4-6-2	North British	23178/25	6.25	11.63	
816 Ab	4-6-2	North British	23179/25	6.25	6.69	
817 Ab	4-6-2	North British	23180/25	6.25	11.66	
818 Ab	4-6-2	North British	23191/25	8.25	10.63	
819 Ab	4-6-2	North British	23192/25	8.25	11.66	
820 Ab	4-6-2	North British	23193/25	7.25	3.69	
821 Ab	4-6-2	North British	23194/25	7.25	3.69	
822 Ab	4-6-2	North British	23195/25	7.25	3.69	
823 Ab	4-6-2	North British	23196/25	7.25	7.69	
824 Ab	4-6-2	North British	23197/25	8.25	1.66	
825 Ab	4-6-2	North British	23198/25	8.25	10.67	
826 Ab	4-6-2	North British	23203/25	9.25	10.67	
827 Ab	4-6-2	North British	23204/25	9.25	5.64	
828 Ab	4-6-2	North British	23207/25	8.25	8.66	
829 Ab	4-6-2	North British	23181/25	6.25	5.68	
830 Ab	4-6-2	North British	23188/25	7.25	10.59	
831 Ab	4-6-2	North British	23189/25	7.25	3.69	
832 Ab	4-6-2	North British	23190/25	7.25	12.67	Preserved
833 Ab	4-6-2	North British	23199/25	7.25	4.66	
834 Ab	4-6-2	North British	23200/25	7.25	9.66	
835 Ab	4-6-2	North British	23201/25	7.25	2.64	
836 Ab	4-6-2	North British	23202/25	8.25	9.63	
837 Ab	4-6-2	North British	23205/25	8.25	8.65	
838 Ab	4-6-2	North British	23206/25	8.25	9.66	
839 F	0-6-0T	Stephenson	2594/85		1930	Sold 41
840 F	0-6-0T	Vulcan	1180/87		1927	Sold 41
841 F	0-6-0T	Stephenson	2596/86		1930	Sold 41
842 Wf	2-6-4T	Price	121/28		12.65	
843 Wf	2-6-4T	Price	122/28		4.64	
844 Wf	2-6-4T	Price	123/28		10.64	
845 C	2-6-2	NZR Hillside	253/30	10.30	4.67	
846 C	2-6-2	NZR Hillside	254/30	11.30	5.68	
847 C	2-6-2	NZR Hillside	255/30	12.30	10.68	Preserved
848 C	2-6-2	NZR Hillside	256/31	1.31	9.63	
849 C	2-6-2	NZR Hillside	257/31	2.31	1.65	
850 C	2-6-2	NZR Hillside	258/31	3.31	9.66	
851 C	2-6-2	NZR Hutt	259/30	11.30	10.66	
852 C	2-6-2	NZR Hutt	260/30	12.30	11.63	
853 C	2-6-2	NZR Hutt	261/30	12.30	11.63	
854 C	2-6-2	NZR Hutt	262/30	1.31	11.63	
855 C	2-6-2	NZR Hutt	263/31	2.31	11.63	
856 C	2-6-2	NZR Hutt	264/31	3.31	2.64	
857 C	2-6-2	NZR Hutt	265/31	4.31	10.66	
858 C	2-6-2	NZR Hutt	266/31	5.31	7.63	
859 C	2-6-2	NZR Hutt	267/31	5.31	11.63	
860 C	2-6-2	NZR Hutt	268/31	6.31	2.64	
861 C	2-6-2	NZR Hutt	269/31	7.31	7.63	
862 C	2-6-2	NZR Hutt	270/31	7.31	11.63	

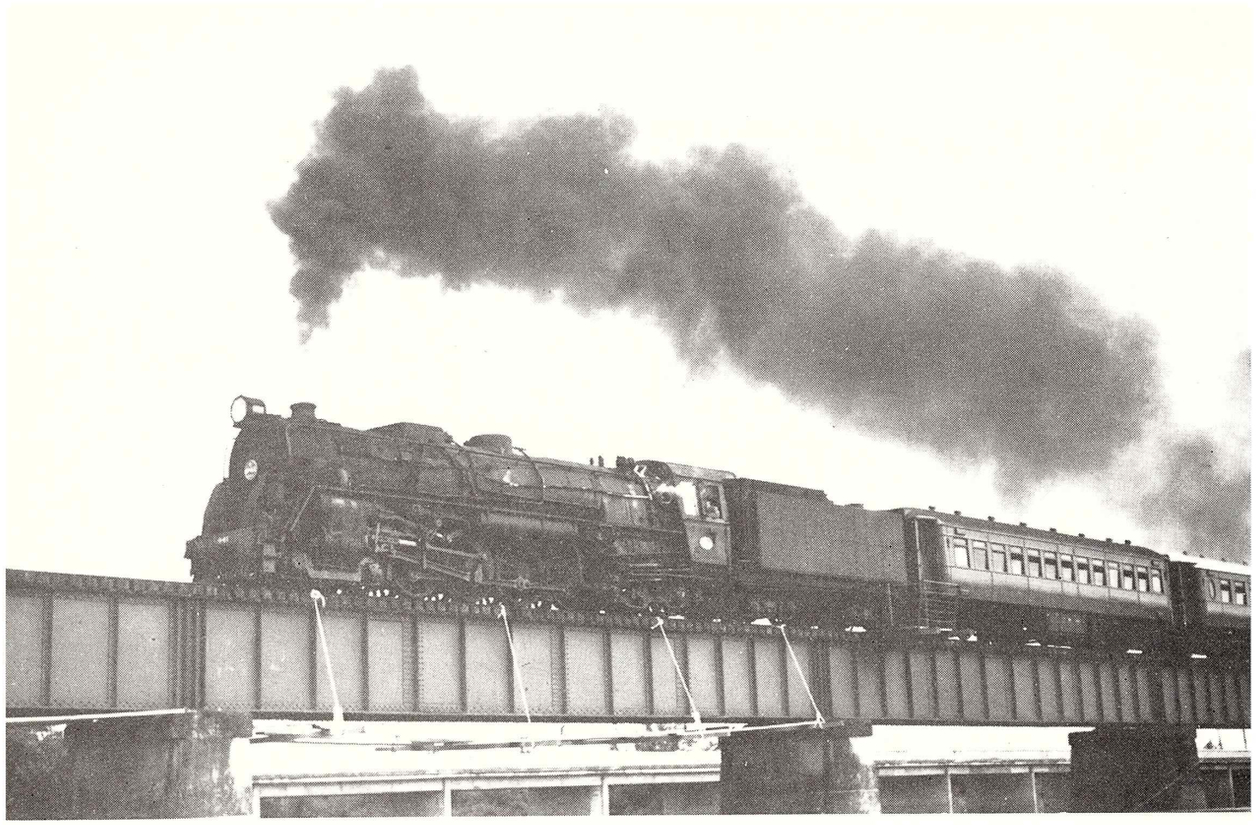
Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
863 C	2-6-2	NZR Hillside	271/31	7.31	9.63	
864 C	2-6-2	NZR Hillside	272/31	8.31	5.68	Preserved
865 C	2-6-2	NZR Hillside	273/31	8.31	10.67	
866 C	2-6-2	NZR Hillside	274/31	9.31	6.64	
867 C	2-6-2	NZR Hillside	275/31	10.31	4.66	
868 C	2-6-2	NZR Hillside	276/31	11.31	6.65	
900 K	4-8-4	NZR Hutt	277/32	11.32	7.64	Preserved
901 K	4-8-4	NZR Hutt	278/32	12.32	7.64	
902 K	4-8-4	NZR Hutt	279/33	2.33	7.64	
903 K	4-8-4	NZR Hutt	280/33	3.33	7.64	
904 K	4-8-4	NZR Hutt	281/33	3.33	7.64	
905 K	4-8-4	NZR Hutt	282/33	6.33	2.65	
906 K	4-8-4	NZR Hutt	283/33	7.33	7.64	
907 K	4-8-4	NZR Hutt	284/33	8.33	7.64	
908 K	4-8-4	NZR Hutt	285/33	9.33	7.64	
909 K	4-8-4	NZR Hutt	286/33	10.33	7.64	
910 K	4-8-4	NZR Hutt	287/34	3.34	7.64	
911 K	4-8-4	NZR Hutt	288/34	3.34	12.67	
912 K	4-8-4	NZR Hutt	289/34	6.34	4.66	
913 K	4-8-4	NZR Hutt	290/34	7.34	7.64	
914 K	4-8-4	NZR Hutt	291/34	8.34	3.65	
915 K	4-8-4	NZR Hutt	292/34	10.34	7.64	
916 K	4-8-4	NZR Hutt	293/34	12.34	7.64	
917 K	4-8-4	NZR Hutt	294/34	3.35	7.64	
918 K	4-8-4	NZR Hutt	295/35	5.35	7.64	
919 K	4-8-4	NZR Hutt	296/35	7.35	2.65	
920 K	4-8-4	NZR Hutt	297/35	11.35	7.64	
921 K	4-8-4	NZR Hutt	298/35	12.35	7.64	
922 K	4-8-4	NZR Hutt	299/35	2.36	7.64	
923 K	4-8-4	NZR Hutt	300/36	4.36	7.64	
924 K	4-8-4	NZR Hutt	301/36	6.36	7.64	
925 K	4-8-4	NZR Hutt	302/36	7.36	7.64	
926 K	4-8-4	NZR Hutt	303/36	9.36	9.66	
927 K	4-8-4	NZR Hutt	304/36	10.36	7.64	
928 K	4-8-4	NZR Hutt	305/36	11.36	7.64	
929 K	4-8-4	NZR Hutt	306/36	12.36	7.64	
930 Ka	4-8-4	NZR Hutt	313/40	3.40	10.66	
931 Ka	4-8-4	NZR Hutt	314/40	5.40	4.66	
932 Ka	4-8-4	NZR Hutt	315/40	5.40	5.67	
933 Ka	4-8-4	NZR Hutt	316/40	7.40	10.66	
934 Ka	4-8-4	NZR Hutt	317/41	8.41	10.66	
935 Ka	4-8-4	NZR Hutt	318/41	10.41	12.67	Preserved
936 Ka	4-8-4	NZR Hutt	319/42	2.42	1.66	
937 Ka	4-8-4	NZR Hutt	320/43	11.43	11.67	
938 Ka	4-8-4	NZR Hutt	321/43	12.43	7.64	
939 Ka	4-8-4	NZR Hutt	322/44	3.44	1.65	
940 Ka	4-8-4	NZR Hutt	323/40	9.40	12.65	
941 Ka	4-8-4	NZR Hutt	324/40	10.40	12.67	
942 Ka	4-8-4	NZR Hutt	325/40	11.40	8.67	Preserved
943 Ka	4-8-4	NZR Hutt	326/41	2.41	5.67	
944 Ka	4-8-4	NZR Hutt	327/41	5.41	12.65	
945 Ka	4-8-4	NZR Hutt	328/39	7.39	12.67	Preserved
946 Ka	4-8-4	NZR Hutt	329/39	8.39	1.65	
947 Ka	4-8-4	NZR Hutt	330/39	8.39	5.66	
948 Ka	4-8-4	NZR Hutt	331/39	8.39	5.66	
949 Ka	4-8-4	NZR Hutt	332/39	10.39	3.55	
950 Ka	4-8-4	NZR Hutt	333/39	11.39	12.65	
951 Ka	4-8-4	NZR Hutt	334/39	11.39	3.65	
952 Ka	4-8-4	NZR Hutt	335/39	12.39	10.66	
953 Ka	4-8-4	NZR Hutt	336/44	7.44	5.67	



C 851 being lowered onto her wheels in Hutt workshops in 1930. The "C" class engines with their slope-backed tenders were the only NZR steam locomotives designed specifically for shunting. *(A. P. Godber)*

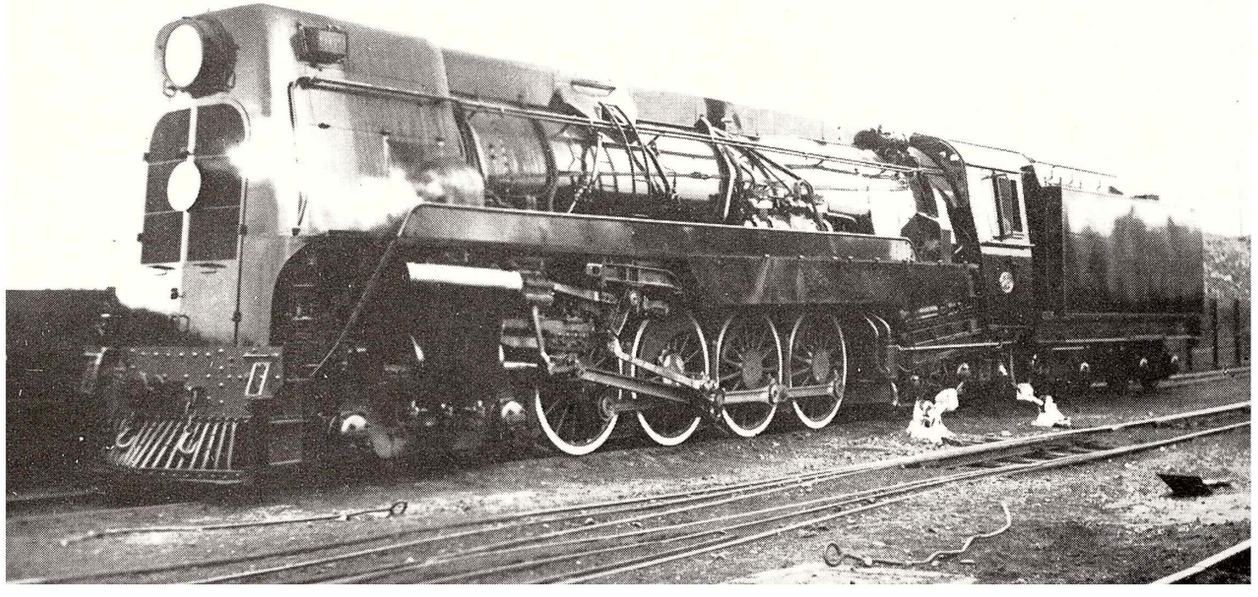
With the "K" class the NZR had developed the largest non-articulated locomotive that the loading gauge would allow. Near the end of her active career K 900 was photographed quietly shunting in the afternoon sun at Pukekohe in August 1963. *(G. W. Emerson)*





To the general public the "K" and "Ka" classes were principally associated with the North Island express trains. Ka 941 is seen here crossing the Otaki River with an Auckland-Wellington relief express in January 1966. *(D. L. A. Turner)*

In the late 1930's the NZR followed the world-wide craze for streamlining by encasing 40 "J", 30 "Ka" and 6 "Kb" class locomotives in unnecessary and undesirable sheet-iron. Kb 969 is seen at Dunedin in mint condition. *(S. A. Rockliff)*



Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
954 Ka	4-8-4	NZR Hutt	337/44	10.44	9.66	
955 Ka	4-8-4	NZR Hutt	338/44	12.44	5.67	
956 Ka	4-8-4	NZR Hutt	339/45	5.45	10.66	
957 Ka	4-8-4	NZR Hutt	340/46	4.46	10.66	
958 Ka	4-8-4	NZR Hutt	341/50	2.50	2.67	
959 Ka	4-8-4	NZR Hutt	342/50	3.50	10.66	
960 Ka	4-8-4	NZR Hutt	343/39	3.39	9.66	
961 Ka	4-8-4	NZR Hutt	344/40	4.40	9.66	
962 Ka	4-8-4	NZR Hutt	345/40	4.40	9.66	
963 Ka	4-8-4	NZR Hutt	346/40	8.40	10.66	
964 Ka	4-8-4	NZR Hutt	347/41	6.41	10.66	
965 Kb	4-8-4	NZR Hillside	348/39	6.39	3.69	
966 Kb	4-8-4	NZR Hillside	349/39	8.39	10.67	
967 Kb	4-8-4	NZR Hillside	350/39	9.39	10.68	
968 Kb	4-8-4	NZR Hillside	351/39	10.39	3.69	Preserved
969 Kb	4-8-4	NZR Hillside	352/39	12.39	10.67	
970 Kb	4-8-4	NZR Hillside	353/39	1.40	3.69	
1200 J	4-8-2	North British	24523/39	10.39	7.64	[42]
1201 J	4-8-2	North British	24524/39	10.39	7.69	
1202 J	4-8-2	North British	24525/39	10.39	4.66	
1203 J	4-8-2	North British	24526/39	11.39	10.64	[42]
1204 J	4-8-2	North British	24527/39	11.39	1.66	
1205 J	4-8-2	North British	24528/39	11.39	10.67	[42]
1206 J	4-8-2	North British	24529/39	11.39	5.65	[42]
1207 J	4-8-2	North British	24530/39	11.39	4.66	
1208 J	4-8-2	North British	24531/39	11.39	7.69	
1209 J	4-8-2	North British	24532/39	11.39	7.69	
1210 J	4-8-2	North British	24533/39	12.39	3.69	
1211 J	4-8-2	North British	24534/39	12.39	16.11.71	Preserved
1212 J	4-8-2	North British	24535/39	12.39	7.69	
1213 J	4-8-2	North British	24536/39	12.39	12.67	[42]
1214 J	4-8-2	North British	24537/39	12.39	1.65	
1215 J	4-8-2	North British	24538/39	1.40	1.65	
1216 J	4-8-2	North British	24539/39	1.40	7.69	
1217 J	4-8-2	North British	24540/39	1.40	3.69	
1218 J	4-8-2	North British	24541/39	1.40	4.67	[42]
1219 J	4-8-2	North British	24542/39	1.40	4.66	
1220 J	4-8-2	North British	24543/39	2.40	1.66	
1221 J	4-8-2	North British	24544/39	2.40	5.66	
1222 J	4-8-2	North British	24545/39	2.40	1.65	
1223 J	4-8-2	North British	24546/39	2.40	1.66	
1224 J	4-8-2	North British	24547/39	2.40	8.67	[42]
1225 J	4-8-2	North British	24548/39	2.40	1.66	
1226 J	4-8-2	North British	24549/39	2.40	7.69	
1227 J	4-8-2	North British	24550/39	2.40	3.69	
1228 J	4-8-2	North British	24551/39	3.40	3.68	[42]
1229 J	4-8-2	North British	24552/39	3.40	1.65	[42]
1230 J	4-8-2	North British	24553/39	3.40	10.64	[42]
1231 J	4-8-2	North British	24554/39	3.40	7.69	
1232 J	4-8-2	North British	24555/39	3.40	7.69	
1233 J	4-8-2	North British	24556/39	3.40	12.67	[42]
1234 J	4-8-2	North British	24557/39	3.40	16.11.71	Preserved
1235 J	4-8-2	North British	24558/39	3.40	9.67	
1236 J	4-8-2	North British	24559/39	3.40	16.11.71	Sold
1237 J	4-8-2	North British	24560/39	3.40	3.69	
1238 J	4-8-2	North British	24561/39	3.40	2.67	
1239 J	4-8-2	North British	24562/39	3.40	3.68	[42]
1240 Ja	4-8-2	NZR Hillside	363/47	3.47	16.11.71	Preserved
1241 Ja	4-8-2	NZR Hillside	364/47	3.47	8.68	
1242 Ja	4-8-2	NZR Hillside	365/46	1.47	6.69	

Road No and class	Type	Builder	Maker's Number	Date in Service	Written Off	Remarks
1243 Ja	4-8-2	NZR Hillside	366/47	3.47	8.68	
1244 Ja	4-8-2	NZR Hillside	367/47	5.47	3.69	
1245 Ja	4-8-2	NZR Hillside	368/47	8.47	6.69	
1246 Ja	4-8-2	NZR Hillside	369/47	12.47	5.71	
1247 Ja	4-8-2	NZR Hillside	370/47	1.48	11.69	
1248 Ja	4-8-2	NZR Hillside	371/48	3.48	13.7.71	
1249 Ja	4-8-2	NZR Hillside	372/48	7.48	3.68	
1250 Ja	4-8-2	NZR Hillside	373/49	6.49	16.11.71	Preserved
1251 Ja	4-8-2	NZR Hillside	374/49	8.49	16.8.71	
1252 Ja	4-8-2	NZR Hillside	375/49	8.49	16.8.71	
1253 Ja	4-8-2	NZR Hillside	376/49	11.49	16.11.71	
1254 Ja	4-8-2	NZR Hillside	377/49	1.50	6.69	
1255 Ja	4-8-2	NZR Hillside	378/50	3.50	6.69	
1256 Ja	4-8-2	NZR Hillside	379/51	7.51	16.11.71	
1257 Ja	4-8-2	NZR Hillside	380/51	10.51	16.8.71	
1258 Ja	4-8-2	NZR Hillside	381/51	12.51	16.11.71	
1259 Ja	4-8-2	NZR Hillside	382/52	6.52	6.69	
1260 Ja	4-8-2	NZR Hillside	383/52	11.52	16.8.71	Preserved
1261 Ja	4-8-2	NZR Hillside	384/53	3.53	16.11.71	
1262 Ja	4-8-2	NZR Hillside	385/53	11.53	7.69	
1263 Ja	4-8-2	NZR Hillside	386/53	1.54	7.69	
1264 Ja	4-8-2	NZR Hillside	387/54	7.54	6.69	
1265 Ja	4-8-2	NZR Hillside	388/50	5.50	6.69	
1266 Ja	4-8-2	NZR Hillside	389/50	7.50	6.69	
1267 Ja	4-8-2	NZR Hillside	390/50	9.50	16.11.71	Preserved
1268 Ja	4-8-2	NZR Hillside	391/50	11.50	8.68	
1269 Ja	4-8-2	NZR Hillside	392/54	1.55	6.69	
1270 Ja	4-8-2	NZR Hillside	393/55	12.55	6.69	
1271 Ja	4-8-2	NZR Hillside	394/56	4.56	16.11.71	
1272 Ja	4-8-2	NZR Hillside	395/56	8.56	3.68	
1273 Ja	4-8-2	NZR Hillside	396/56	10.56	7.69	
1274 Ja	4-8-2	NZR Hillside	397/56	12.56	16.11.71	Preserved
1275 Ja	4-8-2	North British	27104/51	19.7.52	3.68	Preserved
1276 Ja	4-8-2	North British	27105/51	19.7.52	3.68	
1277 Ja	4-8-2	North British	27106/51	16.8.52	5.66	
1278 Ja	4-8-2	North British	27107/51	19.7.52	3.68	
1279 Ja	4-8-2	North British	27108/51	16.8.52	7.64	
1280 Ja	4-8-2	North British	27109/51	13.9.52	5.67	
1281 Ja	4-8-2	North British	27110/51	13.9.52	9.66	
1282 Ja	4-8-2	North British	27111/51	13.9.52	11.67	
1283 Ja	4-8-2	North British	27112/51	21.6.52	3.68	
1284 Ja	4-8-2	North British	27113/51	21.6.52	8.67	
1285 Ja	4-8-2	North British	27114/51	11.10.52	10.67	
1286 Ja	4-8-2	North British	27115/51	11.10.52	11.67	
1287 Ja	4-8-2	North British	27116/51	8.11.52	10.66	
1288 Ja	4-8-2	North British	27117/51	8.11.52	9.66	
1289 Ja	4-8-2	North British	27118/51	11.10.52	2.66	
1290 Ja	4-8-2	North British	27119/51	6.12.52	10.66	

1. The "M" class locomotives were altered to the 2-4-4T type at Addington workshops:- M3 in 1889, M4 in 1888, M89 and M90 in 1890.

2. F5 was purchased from the Westport Harbour Board in May 1897.

Opposite

The fireman of oil-burning Ja 1280 (North British 27109 of 1951) was almost certainly "tubing out" when this photograph was taken near Manurewa in August 1963. "Tubing out" involved feeding sand into the firebox from where the draught carried it through the boiler tubes removing the accumulated soot. This procedure had to be carried out while the loco was working hard. *(G. W. Emerson)*

3. The "Fa" and "Fb" class locomotives, allegedly rebuilt from the "F" class engine with the same road numbers, were built as follows:-

Road Number	Built "Fa" 0-6-0T	Built "Fb" 0-6-2T	Works	Converted "Fb" 0-6-2T	Works
Fb 9	—	1897	Addington	—	
Fa 10	1893	—	Addington	1903	Hillside
Fa 41	1893	—	Addington	1903	Hillside
Fa 157	1895	—	Addington	1903	Hillside
Fa 179	1894	—	Petone	1904	Petone
Fa 182	1893	—	Petone	1904	Petone
Fa 186	1895	—	Petone	1903	Petone
Fa 226	1892	—	Petone	1903	Petone
Fa 242	1892	—	Newmarket	1904	Newmarket
Fa 244	1895	—	Newmarket	1905	Newmarket
Fa 247	1892	—	Newmarket	1904	Newmarket
Fa 250	1892	—	Addington	1900	Westport
Fa 251	1892	—	Addington	1903	Hillside
Fa 276	1896	—	Newmarket	1904	Newmarket
Fb 315	—	1902	Addington	—	
Fb 372	—	1902	Addington	—	
Fb 373	—	1902	Addington	—	
Fb 374	—	1902	Addington	—	
Fb 375	—	1903	Addington	—	
Fb 376	—	1903	Addington	—	

The last seven were new engines. The classification was amended from "Fb" to "Fa" in 1905 after the alteration of the last 0-6-0T to 0-6-2T. Fa 244 was never classified otherwise.

4. N27 was rebuilt as a compound engine on the Vauclain system at Addington workshops in 1895, maker's number 13. This maker's number was expunged from the records and never reissued.

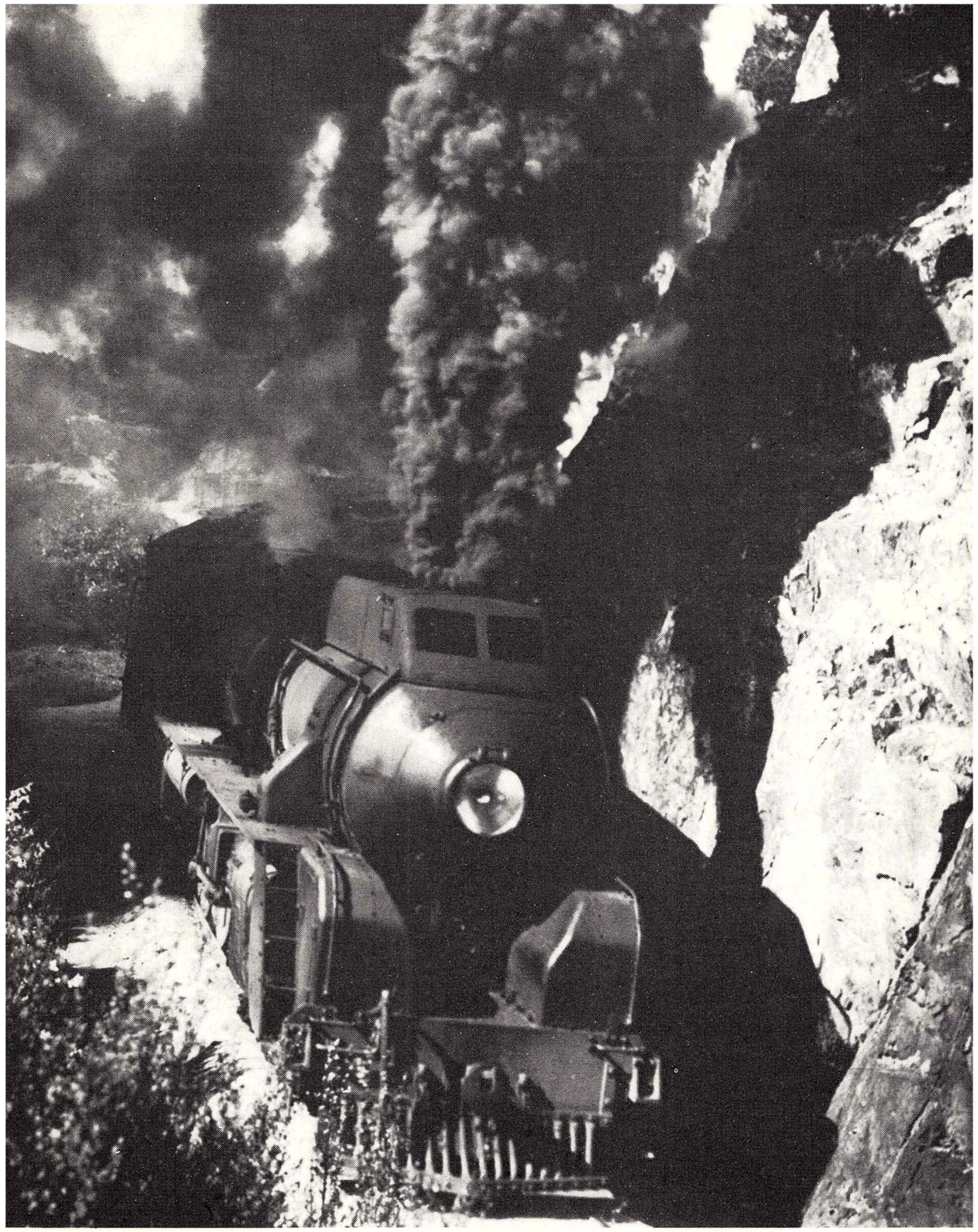
5. A62 was transferred to the Maintenance Branch in 1906 and used on a number of locations. She was laid up about 1925 and placed on display at Otahuhu workshops about the time these were opened in January 1929. The number A196 was issued to her probably soon after transfer to the Maintenance Branch.

6. A67 was sold in 1891. She was taken back into NZR service in the following year as A5.

7. The "A" class pacifics were built as four-cylinder compounds on the de Glehn system. They were converted to two-cylinder simple-expansion engines between 1941 and 1949.

Road Number	Date Converted	Road Number	Date Converted	Road Number	Date Converted	Road Number	Date Converted
A 71	4.12.42	A 418	6.12.45	A 471	16. 2.44	A 584	12.10.44
A 161	22.12.42	A 419	22.12.41	A 472	31. 3.42	A 585	2. 3.43
A 178	2.12.43	A 420	16. 8.44	A 473	9. 2.44	A 586	25. 5.45
A 399	15.11.46	A 421	6.47	A 474	22. 5.42	A 587	11. 3.42
A 406	28. 5.43	A 422	29. 9.42	A 475	14. 7.42	A 598	23.11.43
A 407	25. 6.43	A 423	20. 2.42	A 476	8. 8.41	A 599	11.12.44
A 408	13. 9.46	A 424	3.49	A 477	.4.47	A 600	7. 5.43
A 410	7.11.41	A 425	13. 7.45	A 478	.9.48	A 601	23. 7.43
A 411	2.49	A 426	7.48	A 578	15.10.43	A 602	28.10.43
A 412	3.48	A 427	3.49	A 579	5. 5.44	A 603	4.48
A 413	3.48	A 428	9. 2.43	A 580	19. 2.45	A 604	15. 6.44
A 414	29. 4.44	A 429	11.47	A 581	8. 3.42	A 605	3.49
A 415	17.12.43	A 469	12.47	A 582	21. 3.41	A 606	10.3.43
A 416	3.48	A 470	2. 4.43	A 583	6. 8.45	A 607	9.11.45
A 417	9. 7.43						

8. G98, G99 and G100 were of the Beyer-Garratt type. Although these locomotives were written off in 9.37 they had not been used for some time prior to that date. The engine portions, fitted with "Ab" type boilers, became the "G" class pacifics G95 - G100.



The "J" class were quite pleasing to the eye. J 1235, one of the ten Otago engines, battles up the 1 in 50 Mihiwaka bank with No. 308 Dunedin-Oamaru passenger train on Labour Day 1940. *(S. A. Rockliff)*

9. Four "J" class engines were converted to 2-6-2T and reclassified "Wa".

Road Number	Converted at	Date Converted		Road Number	Converted at	Date Converted
120	Hillside	9.17		234	Petone	1.18
124	Newmarket	11.18		262	Petone	3.17

10. C148 was renumbered C577 in 1912.

11. Four "B" and five "Ba" class engines were fitted with wide-firebox boilers. The classification was not altered.

Road Number	Date Converted		Road Number	Date Converted		Road Number	Date Converted
Ba 148	6.48		B 306	3.30		Ba 499	11.49
B 303	10.48		B 307	1.35		Ba 552	3.29
B 304	7.31		Ba 498	10.29		Ba 553	5.48

12. F166 was bought from the Westport Harbour Board, 6.93.

13. D170 was renumbered D576 in 1912.

14. The "E" class Fairlies although written off in 1899 were still in use after this date. E177 was broken up 8.02. E 173 was broken up in 1904. E172, E174 and E176 were in use until 1915 and were sold for scrap 6.25. E 178 was in service until 1918.

15. B178 was converted to class "We" 4-6-4T and renumbered We377 in 1902.

16. F180 was in use as the East Town (Wanganui) works shunter until 1965.

17. B198 was converted to class "We" 4-6-4T in 1902 and renumbered We376 in 1942.

18. Of the ten Avonside 2-4-0T of class "L", three 207, 208 and 219 were sold and replaced by new locomotives; three were renewed as 4-4-0T of class "La" and later altered to 4-4-2T:- 205 1897/1902, 265 1894/1900 and 267 1893/1900, the remainder were renewed as 4-4-2T of class "La":- 91, 206 and 264 in 1900 266 in 1899. The classification of the 4-4-2T engines was altered to "L" in 1903.

19. L207 was Otahuhu works shunter 1939-40 and in use at Whangarei until 4.42.

20. A215 and F216 were purchased from the Kaihu Valley Railway Company 1.1.93 A215, formerly Wanganui section A22, was sold to the company in 1888. F216 was imported by the company.

21. NZR maker's number 52 was also issued to Fa374, which retained it. The duplication was corrected in 1913 by the issue of 162 to L219. L219 was in use as the Hutt works shunter until 1954.

22. F277 was purchased new by the contractors to the Greymouth Harbour Hoard, Messrs Hungerford and Mackay, who sold it to NZR 1.98.

23. B309 was converted to class "We" 4-6-4T and renumbered We375 in 1943.

24. Fa372 was working at Picton in 1944.

25. Wf398 was Hutt works shunter 1954 to 1958.

26. A409 was built as a two-cylinder simple-expansion engine for comparison with the class "A" compounds. It was classified "Ab" between 1915 and 1930.

27. The "X" class locomotives were built as four-cylinder compounds on the De Glehn system. Some were altered to four-cylinder simple expansion engines:-

Road Number	Date Altered	Road Number	Date Altered	Road Number	Date Altered	Road Number	Date Altered
X439	6.49	X443	7.47	X588	5.51	X593	6.50
X440	7.48	X444	12.49	X591	12.50	X594	5.45
X442	6.43	X446	12.46	X592	10.50	X596	12.49

28. Wf467 and Wf468 were purchased from the Public Works Department in 1908, these had been previously PWD 501 and 502.

29. Ten of the "Wg" locomotives were fitted with larger cylinders and reclassified "Ww":- 489, 490, 492 and 496 in 1940, 491 and 495 in 1941, 481, 482, 493 and 494 in 1942.

    Four more, fitted with a new design of boiler and other modifications were also reclassified "Ww":- 479 1952, 480 1951, 486 1950 and 488 1951.

30. The block of numbers 501 to 550 was allocated to the Public Works Department for its locomotives. The Railways Department agreed not to use these numbers.

31. Class "Y" locomotives were purchased from the PWD, 543 on 11.10.38, the others on 3.8.45 and were allocated to the Maintenance Branch. They were brought on to the records as additional locomotive stock on 28.4.51, when the classification was issued.

32. Ww562 was renumbered Ww667 in 1938. This engine was badly damaged in an accident in 1937. In the course of repair it received new frames and other modifications becoming similar to the second batch of engines of this class. It was renumbered in sequence with the modified engines.

33. The following "Ww" engines were fitted with larger boilers and other modifications. No alteration was made to the classification.

Road Number	Date Altered	Road Number	Date Altered	Road Number	Date Altered	Road Number	Date Altered
Ww571	7.56	Ww575	8.52	Ww672	1.60	Ww680	3.55
Ww573	9.56	Ww644	7.53	Ww678	8.59	Ww683	12.53
Ww574	5.53	Ww669	11.52	Ww679	4.60	Ww684	9.54

34. Ab663 is held in store for possible use on the *Kingston Flyer* service.

35. Two "Ab" locomotives were ordered and would have been numbered 666 and 667. The material was used in the construction of the 4-6-4T engines 686 and 687.

36. Ws686 was altered to the "Wab" type 9.12.32 and reclassified Wab 12.11.36.

37. Two "Ab" locomotives, allocated numbers 732 and 762, were lost in the wreck of the *SS Wiltshire* at Great Barrier Island on 31.5.22.

38. The "Ws" class engines were modified and reclassified "Wab":-

Road Number	Date Modified	Road Number	Date Modified	Road Number	Date Modified	Road Number	Date Modified
764	7.32	768	3.33	771	5.33	901	7.34
765	12.33	769	9.32	799	7.33	802	5.32
766	11.33	770	8.32	800	5.32	803	9.34
767	8.34						

39. Ab778 and Ab795 were returned to service as special stock 12.71 for the *Kingston Flyer* train.

40. Some of the "Wab" class engines were converted to "Ab" type:-

Road Number	Date Converted	Road Number	Date Converted	Road Number	Date Converted
786	9.47	790	9.57	795	12.47
787	10.47	791	11.47	798	11.57
788	1.48	792	6.47	803	12.57
789	8.47	793	2.48		

41. F839-F841 were taken over from the Marine Department, Westport as from 1.4.21.

42. "J" class engines were reclassified "Jb" on conversion to oil-firing.

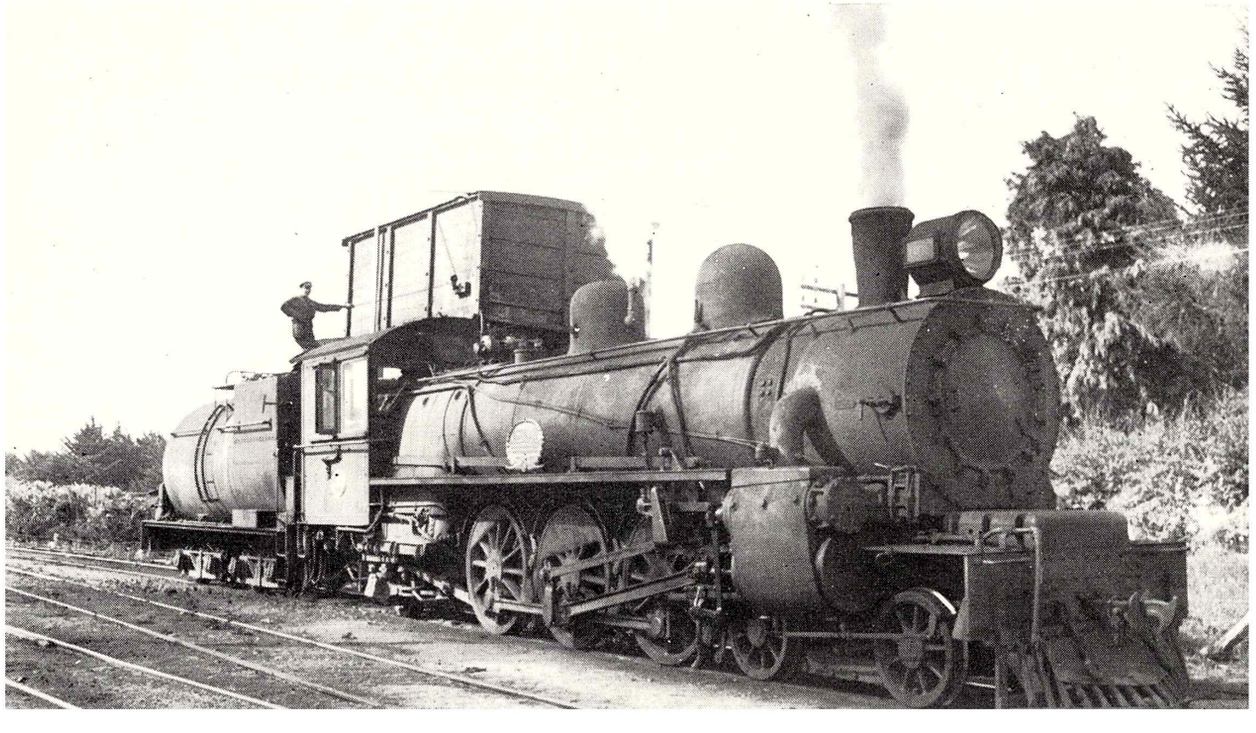
Opposite

As the end of steam drew nearer a succession of "last steam" excursions were run over various sections of line. Ka 935 was working her last train on the Main Trunk when photographed in the King Country in October 1967. This locomotive is now preserved. *(D. L. A. Turner)*

The NZ Midland Railway Co. appears to have named all its locomotives although all the names are not at the present time known. Here is No. 3, *Nelson* later La 312 (Nasmyth Wilson 322 of 1887) at Stillwater about 1887. From the immaculate condition of the locomotive and rolling-stock it is assumed that this is an opening day train.

Less than 18 months from the end of her relatively short life of 15 years, Ja 1282 hauls a goods train throgh the Athenree Gorge in June 1966. *(J. A. T. Terry)*

Ab 608 (NZR 163 of 1915), the prototype of the most numerous class of steam locomotives on the NZR, at Clinton in 1937 while carrying the Passchendaele plaques to commemorate New Zealand's part in World War I. *(S. A. Rockliff)*



CHAPTER SEVEN

LOCOMOTIVE NAMES

The practice of placing names on locomotives dates from the very earliest times. It was authorised in New Zealand by the Engineer-in-Chief's instruction of 6 January 1874, although there is some evidence that the earlier broad-gauge engines had names. Some were apparently nicknames as contemporary photographs do not support the statements in newspapers which refer to an engine being "called" or "known as . . .". In general it appears that where naming was the rule all locomotives were named, but probably the later Otago Railways' engines were identified by number only. The list is probably not complete. Names for some locomotives at Napier and Wellington are not recorded, whilst all the Invercargill and Westport engines defy identification by name. There is one doubtful reference to "Pilgrim" on the Canterbury Railways.

The policy of naming appears to have ceased at the time of the PWD renumbering schemes of 1877 and 1878, except for the few locomotives which had cast nameplates and thus retained their old identities. In 1878, the Canterbury section received two "K" class locomotives which had been named by the builder. Contrary to its former practice Canterbury retained these names and those of the two engines which were taken over with the Rakaia and Ashburton Forks Railway Company's assets.

Since the turn of the century four engines have been named for special reasons. Ab 608 was given the commemorative *Passchendaele* plates in 1925, in memory of railwaymen killed in the First World War. These plaques were removed in 1943 and replaced briefly for exhibition purposes in 1963. Three of the "F" class engines have been named for sentimental reasons. In 1958 F13, the former *Edie Ochiltree* acquired the name *Peveril* a former Dunedin stablemate; *Ivanhoe*, the name of an Auckland engine, was bestowed on F163 at the time of the Railways Centennial in 1963; F180 *Meg Merrilies* assumed its old name in 1960. The present owners propose to name F111 *Rob Roy* when it returned to service.

At various times unofficial names have been bestowed by engine-crews. An instance of this was Ww571 which carried the name "Sapper" at Westport towards the end of the steam era. Other locomotives known by nicknames throughout their life were E66 "Pearson's Dream", L206 "Mrs Peterkin", Ub17 and Ub371 were always "The Brooks" and "The Richmond" after their makers. Ob457 (WMR No. 13) was "The Lady" both in company and later NZR service.

The list of names shows the section where the name was carried, the sectional number and the 1890 number of the engine concerned.

LOCOMOTIVE NAMES

Name	Section or Railway where Named	Section Number	1890 Number	Notes
Ada	Auckland	1	F242	
Ahaura	Greymouth	Not known	—	
Albatross	Kaipara & Wanganui	23	E172	
Auckland	Auckland and Drury Rly	2	—	
Belmont	Wellington	32	—	
Black Duncan	Wanganui	27,28, or 29	F181, 182 or 183	1,2
Blenheim	Picton	Not known	C147	
Bothwell	Otago	31	F80	
Carrickfergus	Otago	26	—	
Cat	Not known			
Christchurch	NZ Midland Railway	2	La311	
Clutha	Otago	Unidentified		

Name	Section or Railway where Named	Section Number	1890 Number	Notes
Corsair	Otago	1	M90	
Dandie Dinmont	Otago	12	F231	
Dougal	Wanganui	27,28 or 29	F181, 182 or 183	2,3
Driver	Auckland and Drury Rly	1	—	
Eel	Napier	Unidentified		
Edie Ochiltree	Otago	8	F13	
Ferret	New Plymouth	44	A215	
Flora McIvor	Auckland	5	F243	
Fox	New Plymouth	43	A192	
Guy Mannering	Wanganui	25	F179	
Helen McGregor	Wanganui	27, 28 or 29	F181, 182 or 183	2,4
Ivanhoe	Auckland	2	F241	
Ivanhoe	—	—	F163	5
Jeannie Deans	Auckland	8	F247	
Josephine	Dunedin and Port Chalmers Rly, Otago	2	E175	
Kingfisher	Nelson	13	D144	
Kaihu	Kaipara	15	C239	
Kangaroo	Greymouth	Not known	—	
Kiwi	Hurunui-Bluff (Otago)	P59	—	
Lady Barclay	Oreti Rly	—	—	
Lady Mordaunt	Otago	18	B165	6
Lady of the Lake	Auckland	3	F164	
Lincoln	Hurunui-Bluff	K87	K87	
Livingston	Rakaia and Ashburton Forks Rly	1	Q51	
Lord of the Isles	Auckland	4	F245	
Makarewa	Oreti Rly	2 or 3	—	7
Madge Wildfire	Auckland	7	F246	
Manfred	Otago	22	M4	
Marmion	Auckland	6	F244	
Mazeppa	Otago	2	M89	
Meg Merrilies	Wanganui	26	F180	8
Moana	Wellington	45	C166	
Mont Cenis	Wellington	35	H199	
Mount Cook	Wellington	36	H200	
Mount Egmont	Wellington	37	H201	
Mount Tongariro	Wellington	38	H202	
Mouse	Hurunui-Bluff	A6	—	
McCallum Mhor	Auckland	9	F248	
Nelson	NZ Midland Railway	3	La312	
Nigel	Otago	29	F40	
Opossum	Foxton	Not known	—	
Oreti	Oreti Rly	2 or 3	—	7
Passchendaele	—	—	Ab608	9
Pelican	Wanganui	31	E174	
Penguin	Wanganui	24	E173	
Peveril	Otago	17	F232	
Peveril	—	—	F13	10
Pilgrim	Canterbury (Broad gauge)	1	—	6
Pioneer	Bluff Harbour and Invercargill Rly	3	—	
Pirate	Otago	30	F19 or F44	
Possum	Otago	13	D169	6
Pounamu	Greymouth	Not known	—	
Rat	Otago	5	C5	
Reefton	NZ Midland Railway	1	La310	
Robina	Otago	27	—	
Rob Roy	Otago	10	—	
Roderick Dhu	Otago	32	F19 or F44	

Name	Section or Railway where Named	Section Number	1890 Number	Notes
Rose	Dunedin and Port Chalmers Rly, Otago	1	—	
Roswall	Otago	19 or 21	F72 or F74	11
Saladin	Otago	20	F73	
Sanspareil	Not known	—	—	
Skunk	Foxton	Not known	—	
Snake	Auckland	1 later 10	B238	
Snapper	Kaipara	16	D240	
Stanley	Rakaia and Ashburton Forks Rly	2	Q17	
Talisman	Otago	19 or 21	F72 or F74	11
Taringatura	Otago	Unidentified	—	
Trout	Nelson	12	D143	
Tui	Not known	—	—	
Waitohi	Picton	Not known	C148	
Washington	Hurunui-Bluff	K88	K88	
Wallaby	Foxton	Not known	—	
Waverley	Otago	11	F38	
Weka	Otago	28	—	
Werner	Otago	3	M3	

1. Name not certain, it should properly be *Black Duncan* but *Black Knight* and *Black Dwarf* have been reported.
2. These names could have been applied to either of the three engines.
3. Name not certain, *Dougal* is reported but properly it could have been either *The Dougal Cratur* or *Dugald Dalgetty*.
4. The name should properly be *Helen McGregor*, it has also been reported as *Clan-Glen-Ellen McGregor*.
5. Named in 1963.
6. Existing photographs do not reveal any evidence of the name being carried on the engine.
7. These names could be transposed.
8. Named in 1960.
9. Named in 1925, name removed in 1943 and restored briefly in 1963 during the period of the Railways Centennial Exhibition.
10. Named in 1958.
11. These names could be transposed.

CHAPTER EIGHT

THE MAKERS OF NZR LOCOMOTIVES

This table serves two purposes. Firstly it summarises the contribution of the many locomotive builders to the NZR fleet. Secondly it provides a ready means of cross-reference between the separate schemes of numbers which were issued at various times.

The 1874 series expired on the South Island Main lines in December 1877 but persisted in the North Island until September 1878. The South Island 1877 list became the nucleus of the 1890 list. Meanwhile a further system had been devised in 1882 for the locomotives of the North Island and South Island isolated sections. These were eventually brought into the 1890 list.

Where there is a sequence of numbers these have not been quoted individually. For example, Avonside 1202-4 belonged to three locomotives respectively numbers 12, 13, and 14 in the North Island 1878 series, L52, L53 and L54 in the 1882 system and L265, L266 and L267 in the 1890 list.

The Avonside Engine Co. Ltd issued two maker's numbers to each double Fairlie:- Avonside 1060/1 is one locomotive.

Some engines were renumbered during the currency of a number series:- Avonside 1093 in the 1877 South Island list was at first numbered F39 and later F19, Avonside 1222 in the 1882 list was R3 at Wellington and on transfer to Auckland was renumbered R53.

The abbreviations used in this table are:-

ADR	Auckland and Drury Railway	NZMR	New Zealand Midland Railway
Ak	Auckland section	Oreti	Oreti Railway
BHIR	Bluff Harbour and Invercargill Railway	Otago	Otago Railways
CR	Canterbury Railways	Pn	Picton section
CRb	Canterbury Railways (broad gauge)	RAFR	Rakaia and Ashburton Forks Railway
DPCR	Dunedin and Port Chalmers Railway	Wg	Wanganui Section
Gy	Greymouth Section	WMR	Wellington and Manawatu Railway
Nn	Nelson Section	Wn	Wellington Section
Np	Napier Section	Wpt	Westport Section

THE AMERICAN LOCOMOTIVE COMPANY[1]

Brooks Works Dunkirk, N.Y., USA		Richmond Works Richmond, Va., USA	
Maker's Number	1890 List	Maker's Number	1890 List
3925	Ub17	3275	Ub371

AVONSIDE ENGINE CO. LTD. Bristol, England
Broad-guage locomotives

Maker's Number	CRb	Maker's Number	BHIR Otago	Maker's Number	CRb
740	5	743	3	855	7
741	6			964	8
742	4			1021	10

1. The American Locomotive Company was formed in 1901 on the amalgamation of eight locomotive manufacturers. The maker's numbers here quoted are in the series used by the original concerns.

AVONSIDE ENGINE CO. LTD Continued
Narrow-gauge Locomotives

Maker's Number	1874 Series	South Is. 1877	North Is. 1878	1882 System	1890 List
1022/3	Ak 1	—	10	Ak B51	B238
1038	CR	J81	—	—	J81
1039	15-20	J83	—	—	J83
1040		J82	—	—	J82
1041	Order	J85	—	—	J85
1042	not	J84	—	—	J84
1043	known	J86	—	—	J86
1044/5	Otago 18	B21/B27	—	Wg B27	B165
1060/1	Otago 23	E23	—	Wg E26	E177
1062/3	Otago 25	E25	—	Wg E25	E176
1064/5	Otago 24	E24	—	Wg E27	E178
1066/7	—	—	31	Wg E23	E174
1068/9	—	—	24	Wg E22	E173
1070/1	—	—	23	Wg E21	E172
1072	—	—	37	Wn H3	H201
1073	—	—	38	Wn H4	H202
1074	—	—	36	Wn H2	H200
1075	—	—	35	Wn H1	H199
1084	—	—	27	Wg F23	F181
1085	Otago 31	F80	—	—	F80
1086	—	—	18[3]	Np F41	F224
1087	—	—	—	Ak F68	F160
1088	CR[2]	F75	—	—	F75
1089	—	—	19[3]	Np F42	F225
1090	Otago 29	F40	—	—	F40
1091	Otago 30[3]	F44	—	—	F44
1092	—	—	—	Ak F67	F159
1093	Otago 32[3]	F39/F19	—	—	F19
1094	Otago[4]	F10	—	—	F10
1095	Otago[4]	F1	—	—	F1
1131	CR[2]	F77	—	—	F77
1132	CR[2]	F76	—	—	F76
1133	Otago[4]	F8	—	—	F8
1134	Otago[4]	F7	—	—	F7
1135	—	—	29	Wg F25	F183
1136	—	—	28	Wg F24	F182
1137	Otago[4]	F9	—	—	F9
1138	CR[2]	F78	—	—	F78
1139	CR[2]	F79	—	—	F79
1140	Otago[4]	F41	—	—	F41
1141	Otago[4]	F2	—	—	F2
1142	Otago[4]	F42	—	Gy F2	F151
1143	Otago[4]	F43	—	—	F43
1144	Otago[4]	F45	—	—	F45
1199	—	L91	—	—	L91
1200-1	—	—	39-40	Wn L1-2	L205-6
1202-4	—	—	12-14	Ak L52-54	L265-7
1205-6	—	—	41-42	Wn L3-4	L207-8
1207	—	—	30	Wg L21	L219
1208	—	—	11	Ak L51	L264
1217-8	—	R28-9	—	—	R28-9
1219-20	—	—	—	Ak R51-2	R271-2
1221	—	—	—	Wn R1	R209
1222	—	—	—	Wn R3 Ak R53	R273

2. These maker's numbers relate to Canterbury Railways 24-28, the precise allocation to the locomotives is not known.
3. These numbers may be transposed.
4. Otago Railways 33-42 are not identified precisely.

AVONSIDE ENGINE CO LTD Continued

Maker's Number	1874 Series	South Is. 1877	North Is. 1878	1882 System	1890 List
1223	—	R30	—	Wn R3	R211
1224	—	—	—	Wg R21	R187
1225	—	R31	—	Gy R1	R153
1226	—	—	—	Wn R2	R210
1227-8	—	—	—	Wg R22-3	R188-9
1229	—	R32	—	—	R32
1230-1	—	—	—	Wg R24-5	R190-1
1232	—	R33	—	—	R33
1233	—	R22	—	—	R22
1234	—	R112	—	—	R112
1279-80	—	—	—	Wn S1-2	S212-3
1281-2	—	—	—	Wn S6-7	S217-8
1283	—	—	—	Wn S4	S215
1284	—	—	—	Wn S3	S214
1285	—	—	—	Wn S5	S216

ANDREW BARCLAY SONS AND CO. LTD, Kilmarnock, Scotland

Maker's Number	1874 Series	South Is. 1877
120	Otago 26	59

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Pa., USA

Maker's Number	1890 List
4660-1	T101-2
4664-7	T103-6
7565	O54
7566	O98
7567	O69
7568	O100
7569	O99
7571	N30
7572	O31
7573	N37
7574	N42
7575	N34
7576	N27
7579	N36

Maker's Number	WMR Number	1890 List
9018	11	Ob455
9021	12	Ob456
12104	9	N453
12106	10	N454
13908	13	Oa457
13913	14	Na459
15054	15	Na460
15055	16	Oc458
16042-51	—	Ub278-287
16166-67	—	Wb297-298
16168-69	—	Wb295-296
16170	—	Wb294
16171-72	—	Wb291-292
16173	—	Wb290

Maker's Number	WMR Number	1890 List
16174	—	Wb293
16175-7	—	Wb299-301
18543-54	—	Wd316-327
18574-83	—	Ub328-337
19202-7	—	Q338-343
19248-54	—	Q344-350
19259-64	—	Wd355-360
19270-73	—	N351-354
19796	17	Bc463
19797	5	Nc461
23594	18	Nc462
23596	3	Wj466
24086-87	19-20	Ud464-465
41826-35	—	Aa648-657

BEYER PEACOCK AND CO. LTD, Manchester, England

Maker's Number	1890 List
6484-6	G98-100

BLACK, HAWTHORN AND CO. LTD, Gateshead-on-Tyne, England

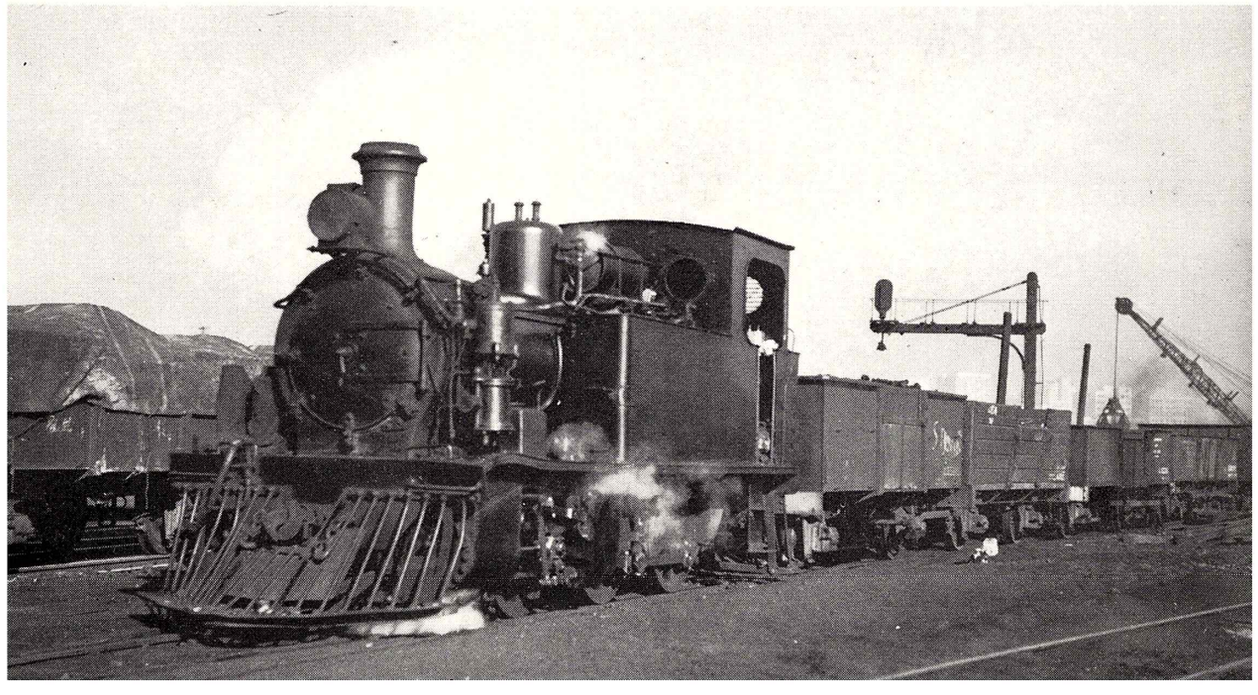
Makers Number	1874 Series	South Is. 1877	1882 System	1890 List
277	Otago 12	F34	Np F48	F231
278	Cr 1-4	G55	—	G55
279	Order	G58	—	G58
281	not	G57	—	G57
282	known	G56	—	G56

CLAYTON WAGONS LTD, Lincoln, England

Maker's Number	1890 List
AW637	D1

The Baldwin Locomotive Works supplied a total of 111 locomotives to New Zealand, including 14 to the Manawatu Company, between 1879 and 1914. Ub 331, one of the 1901 order, posed with her crew at Milton not long after entering service. *(G. W. Emerson collection)*

The Hunslet Engine Company delivered three 0-6-0 tank engines to the Public Works Department in 1923. When taken over by the Railways Department in 1938 and 1943 they retained their PWD numbers and were later given the classification "Y". Y 544 was photographed on one of her usual duties, the Auckland loco depot coal shunt. The only other steam locomotives from this company were the four "M" class tank engines supplied to the Otago Railways in 1875. *(W. W. Stewart)*



JAMES DAVIDSON AND CO. LTD, Dunedin, NZ

Maker's Number	1874 Series	South Is. 1877
1[5]	Otago 28	P54
3[5] (Presumed)	—	P59

DUBS AND CO., Glasgow, Scotland

Maker's Number	1874 Series	South Is. 1877	North Is. 1878	1882 System	1890 List
645	—	—	44	WgA22	A215
646	—	—	43	WgA21	A192
647		A67	—	—	A67/A5
648		A66	—	—	A66
649		A70	—	NpA41	—
650	CR	A61	—	WgA23/AkA51	A161
651	Numbers	A64	—	—	A64
652	5-14	A68	—	—	A68
653	order	A65	—	—	A65
654	not	A69	—	WnA1	A220
655	known	A60	—	WnA2	A193
656		A62	—	—	A62/A196
800	—	—	15	AkC51	C239
801	Wpt[6]	—	46	WgC22	C167
802	Np 4	—	22	Wpt C3	—
803	Wpt[6]	C126[7]	—	Wpt C1	—
804	Wpt[6]	C127[7]	—	Wpt C2	C158
885	Gy[6]	C132	—	Gy C2	—
1164	—	D50	—	—	D50
1165	—	D49	—	—	D49
1166-7	—	D47-8	—	—	D47-8
1168	—	D46	—	—	D46
1169-70	—	—	46-47	Np F43-4	F226-7
1171	—	F100	—	Wg F27	F185
1172	—	F99	—	Nn F1	F146
1173	—	F98	—	Gy F3	F152
1212-4	—	J107-9	—	Np J41-3	J234-6
1215	—	J110	—	—	J110
1233	—	F111	—	—	F111
1362	—	—	—	AkF60	F249
1363	—	—	—	AkF61	F162
1364	—	—	—	AkF65/NpF4	F230
1365	—	—	—	NpF45	F228
1366	—	—	—	Ak F64	F251
1367	—	—	—	AkF63	F163
1368	—	—	—	AkF62	F250
1369	—	—	—	AkF/AkF66	F229
1370	—	—	—	WptF4	F154
1371	—	—	—	GyF1	F150
1372	—	—	—	WgF26	F184
1884-5	—	—	—	AkF65-6	F252-3
1886-7	—	—	—	AkF69-70	F254-5

5. James Davidson and Co. erected these two locomotives plus a similar machine from parts supplied by the Hunslet Engine Company Ltd.
6. The running numbers of the South Island isolated section locomotives in the 1874 series are not known.
7. These numbers may be transposed.

HUDSWELL, CLARKE Leeds, England

Maker's Number	BHIR Number	Otago 1874 Number
23-24	1-2	1-2

HENRY HUGHES AND CO., Loughborough, England

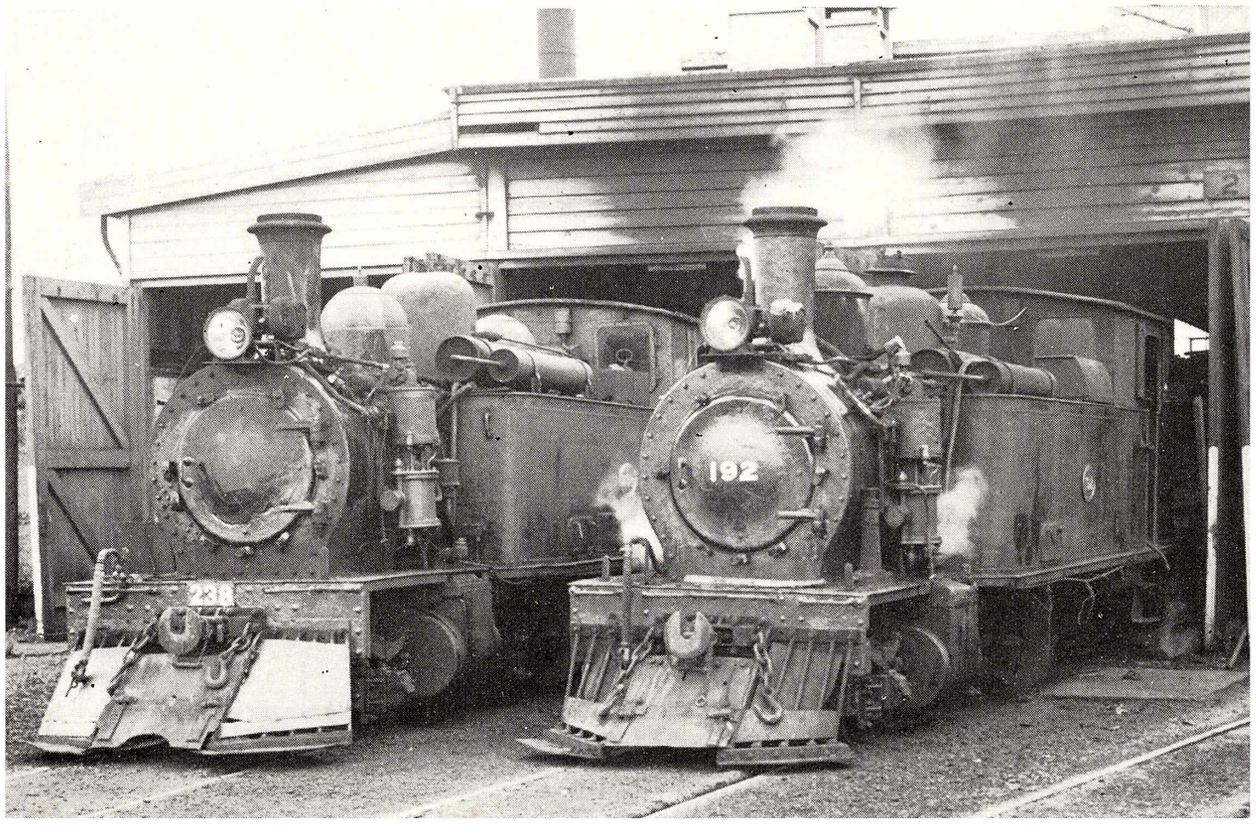
Maker's Number	1874 Series	South Is. 1877
Not known	27	S52

HUNSLET ENGINE CO. LTD, Leeds, England

Maker's Number	1874 Series	South Is. 1877	1890 List
141	Otago 1	M1/M90	M90
142	Otago 2	M2/M89	M89
143	Otago 3	M3	M3
144	Otago 22	M4	M4
1443	—	—	Y543
1444	—	—	Y542
1445	—	—	Y544

HUNT AND OPIE, Victoria Ironworks, Ballarat, Vic., Australia
One locomotive maker's number unknown, *Lady Barclay* of the Oreti Railway.

The first locomotive built in NZR Workshops was W 192 seen at Greymouth in 1958 alongside the only other member of her class. The obnoxious habit of painting the road number on the smokebox door was prevalent in Canterbury and Westland in post-war years. W 192 is held by the Railways Department for display purposes. *(G. W. Emerson)*



MANNING, WARDLE AND CO. LTD, Leeds, England

Maker's Number	Number	1890 List	Maker's Number	Company Number	1890 List
162	ADR 1	—	922	WMR 3	—
201	ADR 2	—	923	WMR 4	Wh 449
920/1	WMR 1/2	Wh 447/8	924	WMR 5	—

E. W. MILLS, Lion Foundry, Wellington, NZ.

Three locomotives, maker's numbers unknown were delivered to the Foxton Tramway in 1875/6, these were named *Opossum, Skunk* and *Wallaby*. *Opossum* was transferred to Greymouth in 1877. The others were at Wanganui in 1881 and apparently never numbered in either the North Island 1877 or the 1882 lists.

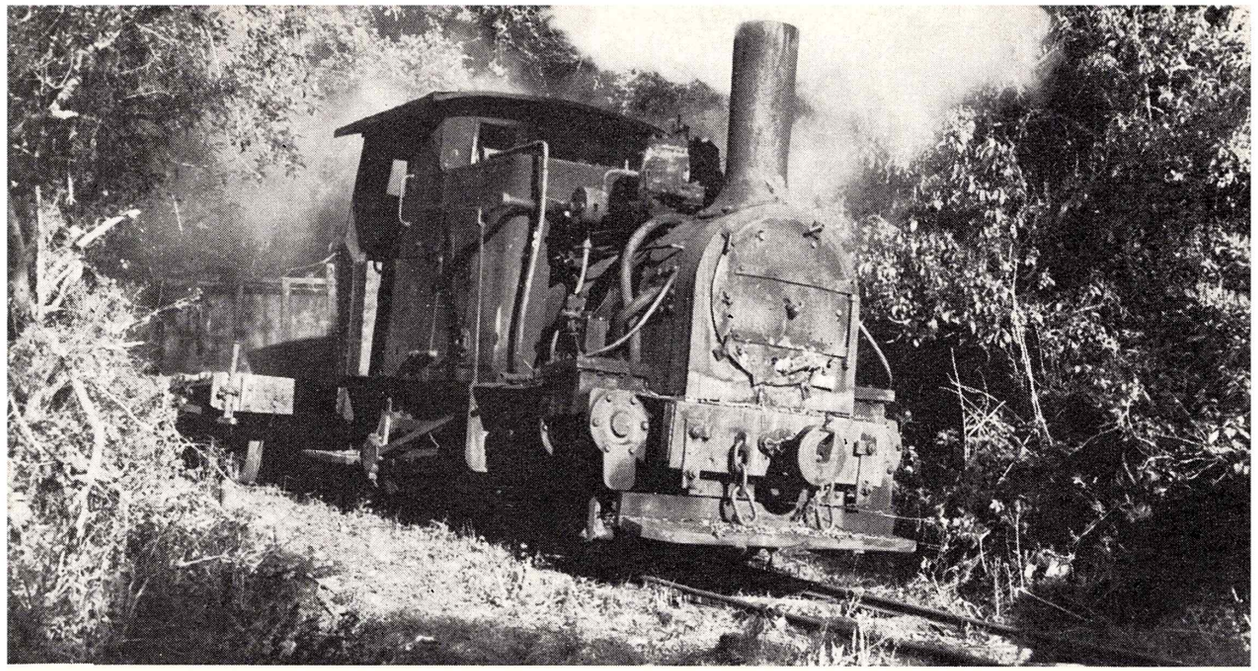
NASMYTH, WILSON AND CO. LTD, Manchester, England.

Maker's Number	Company Number	South Is. 1877	1882 System	1890 List
252	—	V136	—	V136
253	—	V132	—	V132
254	—	V128	—	V128
255	—	V127	—	V127
256	—	V114	—	V114
257	—	V125	—	V125
258	—	V129	—	V129
259	—	V35	—	V35
260	—	V63	—	V63
261	—	V126	—	V126
272	—	—	Ak P51	P268
273	—	—	Ak P52	P269
274	—	P134	—	P134
275	—	P135	—	P135
276	—	—	Ak P53	P270
277	—	P52	—	P52
278	—	P107	—	P107
279	—	P60	—	P60
280	—	P133	—	P133
281	—	P25	—	P25
282-4	WMR 6-8	—	—	V450-2
311	NZMR 1	—	—	La310
312	NZMR 5	—	—	La314
315	NZMR 2	—	—	La311
322-3	NZMR 3-4	—	—	La312-3

NEILSON AND COMPANY, Glasgow, Scotland

Maker's Number	1874 Series	South Is. 1877	North Is. 1878	1882 System	1890 List
1691	Otago 4	F11	—	—	F11
1692	Otago 8	F36/F13	—	—	F13
1706	—	—	2	Ak F51	F241
1764	—	—	32	Wn C1	—
1765	—	—	45	Wg C21	C166
1766	Pn [6 8]	—[8]	—	Pn C2	C148/577
1767	Pn [6 8]	—[8]	—	Pn C1	C147
1768	Otago 5	C5	—	—	C5

6. The running numbers of the South Island isolated section locomotives in the 1874 series are not known.
8. Locomotives at Picton were recorded as being 11 and 125. 11 belonged to the 1874 series and 125 was an 1877 listing. It is not known which of Neilson 1766 and 1767 related to the two running numbers.



An early colonial product. *Opossum*, one of three machines built by E. W. Mills of Wellington in 1875 was in use as late as 1952 with Ogilvie and Co., sawmillers at Gladstone near Greymouth. *Opossum* now rusts quietly on a concrete slab in Greymouth. (*B. D. Whebell*)

NEILSON AND COMPANY Continued

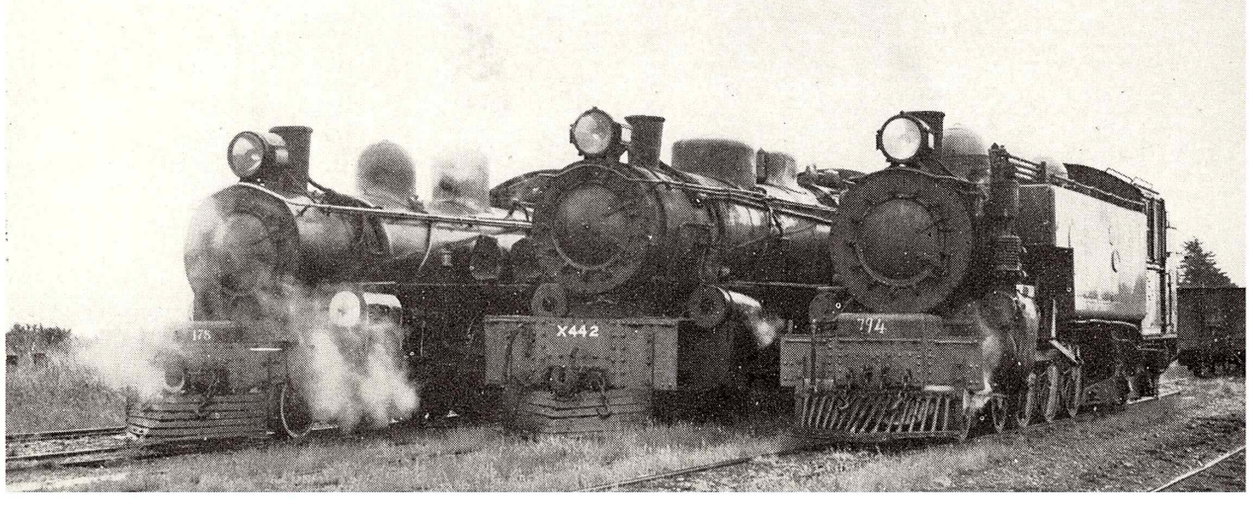
Maker's Number	1874 Series	South Is. 1877	North Is. 1878	1882 System	1890 List
1769	Otago 9	C22	—	Wg C23	C168
1770	Np 1[9]	C6	20[9]	—	—
1771	Np 2[9]	C31	21[9]	Wn C1	C194
1772	Gy[6]	C131	—	Gy C1	—
1773	CR21	C53	—	—	C53
1798	CRb9	—	—	—	—
1841	Otago 11	F38	—	—	F38
1842	Otago 10	F37	—	—	—
1843	—	—	16	Ak D51	D240
1844	Np 3	—	17	Wn D3	D197
1845	—	—	34	Wn D2	D196
1846	—	—	33	Wn D1	D195
1847	Nn 12	D128[10]	—	Nn D1	D143
1848	Otago 13	D51	—	Wg D21	D169
1849	Nn 13	D129[10]	—	Nn D2	D144
2306	—	D16	—	—	D16
2307	—	D17	—	Pn D1	D149
2308	—	D18	—	—	D18
2309	—	D15	—	Nn D3	D145
2409	—	F39	—	—	F39
2410	—	F21	—	—	F21
2411	—	F114/F24	—	—	F24
2412	—	F20	—	—	F20
2413	—	F113	—	—	F113
2414	—	F112/F23	—	—	F23
2460-4	—	J115-119	—	—	J115-119
2561	—	—	—	Wn D4	D198
2562	—	—	—	Wg D23	D171
2563	—	—	—	Wg D22	D170/576
2564	—	D6	—	Wg D24	D6
2565-6	—	—	—	Np D41-42	D221-222
3468	—	—	—	Wn H6	H204
3469	—	—	—	Wn H5	H203
3751	—	—	—	—	F216

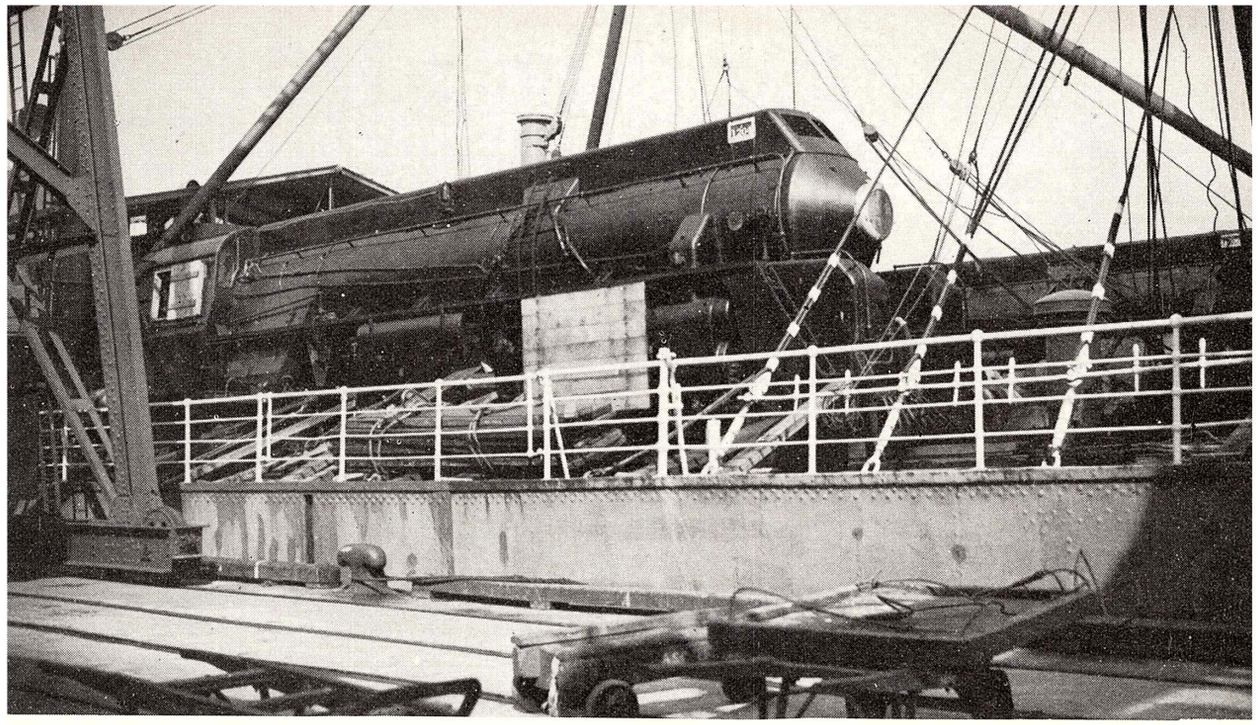
9. These numbers may be transposed.
10. These numbers may be transposed.

NEW ZEALAND RAILWAYS [11]

Maker's Number	1890 List	Maker's Number	1890 List	Maker's Number	1890 List
1	W192	35	Fa244	103-111	Wg479-487
2	W238	36	Fa186	112	Wg170
3	Wa64	37	Fa276	113-121	Wg488-496
4	Wa67	38	L205	122	Ba148
5	Fa250	39	L266	123-126	Ba497-500
6	Fa251	40	L264	127-131	Ba551-555
7	Fa10	41	L206	132-151	Ww556-575
8	Fa41	42	L91	152-161	X588-597
9	Wa217	43	B304	162[12]	L219
10	U237	44	Fa315	163-168	Ab608-613
11	U239	45	Fa372	169	Ab658
12	Fa157	46	Fa373	170-172	Ab615-617
13	N27	47	Wa50	173-182	Ww638-647
14	Wa220	48	Wa68	183	Ab614
15	Wa275	49	Wa137	184-190	Ab659-665
16	U193	50	L207	191-192	Ab688-689
17	U274	51	L208	193-202	Ww668-677
18	Fa9	52[12]	L219	203-204	Ww682-683
19	Wa165	52	Fa374	205	Ww131
20	U51	53-55	B305-307	206	Ww449
21	U65	56-57	Fa375-376	207-208	Ww684-685
22	U194	58	U378	209-212	Ww678-681
23	U215	59-68	Wf379-388	213-214	Wab686-687
24	B302	69	E66	215-222	Ab690-697
25	Wa289	70	A71	223-232	Wab763-772
26	B303	71	A161	233-242	Ab776-785
27	Wa288	72	A178	243-252	Wab786-795
28	Fa242	73	A399	253-276	C845-868
29	Fa247	74-79	Wf400-405	277-306	K900-929
30	Fa226	80-83	A406-409	307-312	G95-100
31	L267	84	Wf62	313-347	Ka930-964
32	Fa182	85-93	Wf430-438	348-353	Kb965-970
33	Fa179	94-101	X439-446	354-362	Ed102-110[13]
34	L265	102	Wg166	363-397	Ja1240-1274

11. Locomotives were built in NZR workshops at Petone and Hutt (Wellington), Newmarket (Auckland) Addington (Christchurch) and Hillside (Dunedin), modifications were made at East Town (Wanganui) and Westport.
12. Maker's number 52 was issued to both L219 and Fa374. The error was corrected in 1913 by the issue of maker's number 162 to L219.
13. Class "Ed" electric locomotives, seven were erected at Hutt workshops and the final two at Addington.





The largest supplier of locomotives to the NZR was the North British Locomotive Company which built a total of 141 "Ab", "J" and oil-burning "Ja" class engines. This firm was an amalgamation of Dubs, Sharp Stewart and Neilson who had previously supplied a considerable proportion of our imported classes.

J 1204 and J 1206 on the *Port Huon* at Central Wharf, Auckland, 9 October 1939. *(H. Bennett.)*

NORTH BRITISH LOCOMOTIVE CO. LTD, Glasgow, Scotland.

Maker's Number	1890 List	Maker's Number	1890 List	Maker's Number	1890 List
22836-37	Ab747-748	22859	Ab740	23039	Ab762
22838	Ab733	22860	Ab723	23040-42	Ab773-775
22839-40	Ab749-750	22866-67	Ab758-759	23043	Ab732
22841	Ab736	22868	Ab741	23173-76	Ab804-807
22842-43	Ab751-752	22869	Ab724	23177-80	Ab814-817
22844	Ab735	22870	Ab760	23181	Ab829
22845	Ab734	22871	Ab743	23182	Ab812
22846	Ab753	22872	Ab742	23183-86	Ab808-811
22847	Ab737	22873	Ab725	23187	Ab813
22848-49	Ab718-719	22874	Ab744	23188-90	Ab830-832
22850-51	Ab754-755	22875-77	Ab726-728	23191-98	Ab818-825
22852	Ab738	22878-79	[14]	23199-202	Ab833-836
22853	Ab720	22880	Ab745	23203-04	Ab826-827
22854	Ab756	22881	Ab729	23205-06	Ab837-838
22855	Ab739	22882	Ab761	23207	Ab828
22856-57	Ab721-722	22883-84	Ab730-731	24523-62	J1200-1239
22858	Ab757	22885	Ab746	27104-19	Ja1275-1290

14. Two locomotives were lost in the wreck of the SS *Wiltshire* at Great Barrier Island on 31 May 1922. These were to have been Ab 732 and Ab 762.

Opposite

A line-up of NZR-built motive power such as this might have been seen in Taihape or Taumarunui in the 1920's but this photograph was taken at the terminus of a remote Southland branch line in 1964. A 178, X 442 and Wab 794 at Wairio, 21 November 1964. *(G. W. Emerson)*

A & G. PRICE LTD, Thames, NZ

Maker's Number	1890 List	Maker's Number	1890 List	Maker's Number	1890 List
1-10	Wf389-398	83	Bb55	90	Bb171
11-12	Wf467-468	84	Bb109	91	Bb197
13-32	A410-429	85	Bb143	92	Bb222
33-42	A469-478	86	Bb144	93-112	Ab698-717
43-52	A578-587	87	Bb147	113-120	Wab796-803
53-62	A598-607	88	Bb167	121-123	Wf842-844
63-82	Bb618-637	89	Bb169		

ROBINSON, THOMAS & CO., Ballarat, Victoria, Australia

Two locomotives, maker's numbers unknown, Oreti Railway numbers 2 and 3

ROGERS LOCOMOTIVE AND MACHINE WORKS, Paterson, N.J., USA

Maker's Number	Company Number	South Is. 1877 and 1890 List	Maker's Number	South Is. 1877 and 1890 List
2510	RAFR 1	Q51	2455	K87
2512	RAFR 2	Q17	2468-71[15]	K92-95
2454	—	K88	2473-74	K96-97

SCOTT BROTHERS LTD, Christchurch, NZ

Maker's Number	South Is. 1877 and 1890 List	Maker's Number	Company Number	South Is. 1877 and 1890 List
30	D108	36-37	—	D140-141
31-33	D137-139	38	—	D131
34	D109	39	—	D142
35	D130	40	NZMR 6	D315

ALEXANDER SHANKS AND CO. LTD, Arbroath, Scotland

Maker's Number	Road Number
Not known	South Is. 1877 A6 named *Mouse*
Not known	Gy. 1877 not known named *Kangaroo*

SHARP STEWART AND CO. LTD, Glasgow, Scotland

Maker's Number	1890 List	Maker's Number	1890 List	Maker's Number	1890 List
4502-04	Ua172-174	4508	B178	4511	B308
4505	Ua177	4509	B198	4745-54	Uc361-370
4506-07	Ua175-176	4510	B309		

SLAUGHTER, GRUNING AND CO., Avonside Ironworks, Bristol, England

Maker's Number	Road Number	Maker's Number	Road Number	Maker's Number	Road Number
488	CRb 1	532	CRb 2	699	CRb 3

15. The maker's record allocate 2471 to a 2-6-0 locomotive for the Leopoldina Railway, Brazil and 2472 to NZR K95. Photographic evidence shows that K95 carried a maker's plate with the number 2471.

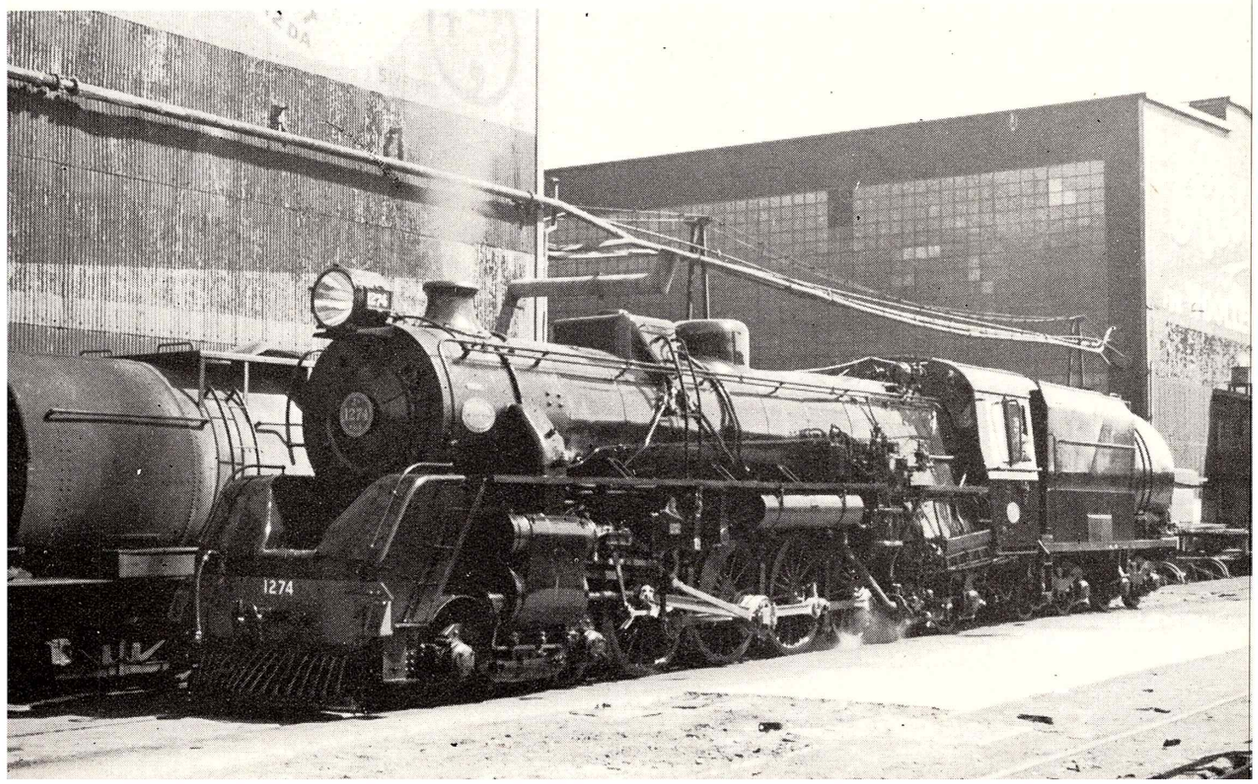
ROBERT STEPHENSON AND CO. LTD, Newcastle-on-Tyne, England

Maker's Number	South Is. 1877	North Is. 1878	1882 System	1890 List
2085	—	5	Ak F53	F243
2086	—	1	Ak F52	F242
2087	—	6	Ak F54	F244
2367-71	J120-124	—	—	J120-124
2593	—	—	Ak F50	F233
2594	—	—	—	F166/839
2595	—	—	Np F40	F223
2596	—	—	—	F841
2597	—	—	—	F277
2598	—	—	Wpt F5	F155
2599	—	—	Ak F71	F256
2600	—	—	Ak F72	F257
2611	—	—	—	F5

SOUTHLAND PROVINCIAL COUNCIL, Invercargill, NZ

One locomotive converted from a portable engine for the Oreti Railway.

The last steam locomotive built by the NZR. Ja 1274, brand new at Hillside workshops, 6 December 1956. *(G. W. Emerson)*



VULCAN FOUNDRY LTD, Newton-le-Willows, England

Maker's Number	1874 Series	South Is. 1877	North Is. 1878	1882 System	1890 List
636	DPCR 1 Otago 6	E27	—	—	—
637	DPCR 2 Otago 7	E26	—	Wg E24	E175
735	—	—	7	Ak F57	F246
736	—	—	9	Ak F59	F248
737	—	—	8	Ak F58	F247
998	—	—	—	Ak J52	J259
999	—	J26	—	—	J26
1000	—	J15	—	—	J15
1001	—	—	—	Ak J51	J258
1002	—	J59	—	—	J59
1003	—	—	—	Ak J53	J260
1004	—	J61	—	—	J61
1005	—	—	—	Ak J54	J261
1006	—	—	—	Ak J55	J262
1007	—	J70	—	—	J70
1008	—	J class engine lost at sea	—	—	—
1009	—	—	—	Ak J56	J263
1076	—	J14	—	—	J14
1180	—	—	—	—	F840
1181	—	—	—	Wpt F6	F156

YORKSHIRE ENGINE CO. LTD, Sheffield, England

Maker's Number	1874 Series	South Is. 1877	North Is. 1878	1882 System	1890 List
239	—	—	3	Ak F55	F164
240	—	—	4	Ak F56	F245
241	Otago 14[16]	F12	—	—	F12
242	Otago 15[16]	F13	—	Wg F28	F186
243	Otago 16[16]	F14	—	Wpt F14	F157
244	—	—	26	Wg F22	F180
245	—	—	25	Wg F21	F179
246	Otago 19[17]	F72	—	—	F72
247	Otago 20	F73	—	—	F73
248	Otago 17	F35	—	Np F49	F232
249	Otago 21[17]	F74	—	—	F74
255	Cr 22[18]	A71	—	—	A71
256	Cr 23[18]	A63	—	Np A41	A237

16. These numbers may be transposed.
17. These numbers may be transposed.
18. These numbers may be transposed.

Opposite

One of the oddities. Two of these contractor's locomotives built by Shanks and Sons were imported about 1876 for use on the lightly-constructed branch lines of Western Southland: *Kangaroo* passed to private ownership in 1877, *Mouse*, seen here working at Colac Bay on a bush tramway about 1900, was later used by the Otago Harbour Board at the Aramoana quarry. *(S. A. Rockliff collection)*

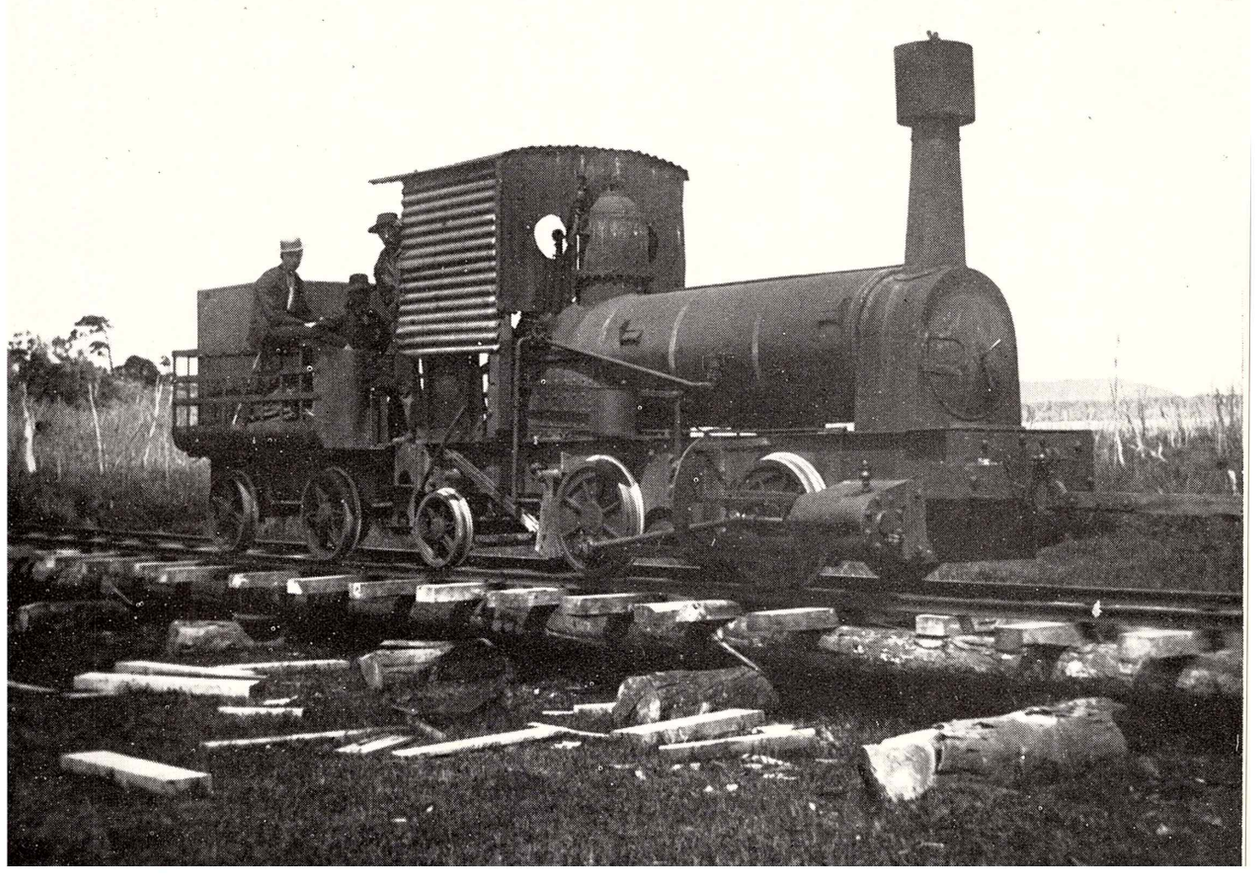
CHAPTER NINE

LOCOMOTIVE STOCK LISTS

The stock lists have been taken only up to 1890, the year of the last general renumbering scheme. After 1878 the lists are as printed in the Public Works and Railways Statements presented annually to Parliament, except for the correction of four typographical errors and the combination of the "F" and "O" classes as "F". A detailed breakdown of these classes has already been set out in chapter five. Before 1878 the data has been built up from the PWD statements with information added from newspaper reports of the arrival of locomotives. It proved impossible to reconcile all these details because the information was extracted from a return of orders which showed the date and order number, whether the order was complete, the locomotives actually on the line and those due to arrive. Canterbury and Otago Railways were not included in these returns.

The date of the opening of the first section of line in each district has been noted, although locomotives are known to have arrived up to a year before the official opening. For example the PWD statement shows that two locomotives were placed on the ground at Napier on 21 November 1873, yet the section from Napier to Hastings was not opened until 12 October 1874.

The financial years ended on 30 June until 1879, thereafter 31 March.



Class	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
							FINANCIAL YEARS											
					AUCKLAND SECTION				Auckland-Onehunga 24 December 1873									
B	—	—	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
C	—	—	—	—	—	—	—	—	—	1	1	1	1	1	1	1	1	1
D	—	—	—	—	—	—	—	—	—	1	1	1	1	1	1	1	1	1
F	1	4	6	9	9	9	9	9	9	14	14	13	12	11	17	17	17	17
J	—	—	—	—	—	—	—	—	—	—	—	6	6	6	6	6	6	6
L	—	—	—	—	—	—	4	4	4	4	4	4	4	4	4	4	4	4
P	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3	3	3
R	—	—	—	—	—	—	2	2	2	2	3	3	3	3	3	3	3	3
					KAIPARA SECTION				Kumeu-Riverhead 29 October 1875									
C	—	—	—	1	1	1	1	1	1	} Included with Auckland section								
D	—	—	1	1	1	1	1	1	1									
E	—	—	—	1	1	—	—	—	—									
					KAWA KAWA SECTION				Bay of Islands Coal Co. 1876									
F	—	—	—	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
A	—	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	1
					WHANGAREI SECTION				Whangarei-Kamo 28 October 1880									
F	—	—	—	—	—	—	—	—	2	2	2	2	2	3	3	3	3	3
					NAPIER SECTION				Napier-Hastings 12 October 1874									
A	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	1	1
C	—	2	2	3	3	3	3	3	3	—	—	—	—	—	—	—	—	—
D	—	—	1	1	1	1	—	—	2	2	2	2	2	2	2	2	2	2
F	—	—	—	2	2	2	4	4	4	5	5	6	8	9	11	11	11	11
J	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	3	3
					FOXTON SECTION				Foxton-Palmerston North 27 April 1876[1]									
A	—	—	—	3	2	} Included with Wanganui section												
F	—	—	—	1	3													
					NEW PLYMOUTH SECTION				New Plymouth-Waitara 14 October 1875									
A	—	—	2	2	2	2	2	2	2	2	2	2	} Included with Wanganui section					
C	—	—	—	—	—	—	2	2	2	2	2	2						
D	—	—	—	—	—	—	—	—	3	3	3	3						

1 Opened as a horse-drawn wooden-railed tramway in 1875, converted to iron rails and worked by locomotives from 27 April 1876

FINANCIAL YEARS

Class	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
WANGANUI SECTION Aramoho-Turakina 17 April 1877																
A	—	—	—	2	2	2	—	—	1	1	2	2	2	1	1	—
B	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1
C	—	—	—	—	—	—	—	—	—	—	2	3	3	3	3	3
D	—	—	—	—	—	—	1	1	1	1	4	3	3	3	3	3
E	—	1	1	2	3	3	3	3	3	4	4	4	7	7	7	7
F	—	2	2	5	5	5	6	6	6	6	6	8	8	8	8	8
L	—	—	—	—	1	1	1	1	1	1	1	1	1	1	—	—
R	—	—	—	—	2	5	5	5	5	5	5	5	5	5	5	5
WELLINGTON SECTION Pipitea-Lower Hutt 14 April 1874																
A	—	—	—	—	—	—	—	—	—	—	—	1	2	2	2	2
C	2	2	2	2	2	2	2	1	—	—	—	1	1	1	1	1
D	2	2	2	2	3	3	4	4	4	4	4	4	4	4	4	4
E	—	1	1	1	—	—	—	—	—	—	—	—	—	—	—	—
H	—	—	4	4	4	4	4	4	4	4	4	4	6	6	6	6
L	—	—	—	2	4	4	4	4	4	4	4	4	4	4	5	5
R	—	—	—	—	3	3	3	3	2	3	3	3	3	3	3	3
S	—	—	—	—	—	—	—	—	2	3	5	6	7	7	7	7
W	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
PICTON SECTION Picton-Blenheim 18 November 1875																
C	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
D	—	—	—	—	—	1	1	1	1	1	1	1	1	1	1	1
NELSON SECTION Nelson-Foxhill 31 January 1876																
D	—	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3
F	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1	1
WESTPORT SECTION Westport-Waimangaroa 5 August 1876																
C	—	3	3	3	2	2	2	3	3	3	3	2	2	1	2	2
F	—	—	—	—	—	—	—	—	1	1	1	2	3	4	4	4
GREYMOUTH SECTION Greymouth-Brunner 7 April 1876																
C	1	2	2	2	2	2	2	2	1	1	1	—	—	—	—	—
D	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
F	—	—	—	—	—	—	—	—	1	1	2	3	3	3	3	3
R	—	—	—	—	—	—	1	1	1	1	1	1	1	1	1	1
A	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
–[2]	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
CLASS "F" LOCOMOTIVES IN OTHER THAN NZR USE																
Public Works Dept.	—	—	2	2	2	2	2	2	2	1	1	1	1	1	1	1
Waimea Plains Rly.	—	—	—	—	—	2	2	2	2	2	2	—	—	—	—	—
Thames Valley Rly.	—	—	—	—	—	—	—	—	—	4	4	—	—	—	—	—
Kaihu Valley Rly.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Westport Harbour Board.[3]	—	—	—	—	—	—	—	—	—	—	—	4	5	5	5	5
T. W. Hungerford	—	—	—	—	—	—	—	—	—	—	—	1	1	1	1	1

2 Unclassified, described as "10 ton, 8in. cylinder."

3 Includes Cape Foulwind Railway.

FINANCIAL YEARS

Class	1873	1874	1875	1876	1877	1878	1879
CANTERBURY SECTION[4] Rakaia-Ashburton 24 August 1874							
A	—	10	10	12	12	12	12
B	—	—	—	—	1	—	1
C	—	—	1	1	1	1	1
D	—	—	—	—	—	1	6
F	—	—	—	1	5	9	11
G	—	4	4	4	4	4	4
J	—	—	6	6	6	6	6
K	—	—	—	—	—	2	5
L	—	—	—	—	—	1	i
M	—	—	—	—	—	2	3
P(0-6-0T)	—	—	—	—	1	2	—
S(0-4-0T)	—	—	—	—	—	1	1
Unclassified[5]	—	—	—	—	1	—	—
OAMARU SECTION[6] Oamaru-Waitaki 27 September 1875							
D	—	—	—	1	1	Included with Canterbury section	
F	—	—	3	3	4		
P (0-6-0T)	—	—	—	1	1		
S (0-4-0T)	—	—	—	—	1		
DUNEDIN SECTION[6] Dunedin-Port Chalmers 31 December 1872							
B	—	—	1	1	—	1	—
C	—	1	1	1	1	1	—
D	—	—	—	—	—	—	1
E	2	2	2	5	5	5	5
F	1	4	5	7	11	12	16
K	—	—	—	—	—	—	2
P(0-6-0T)	—	—	—	—	—	—	2
R	—	—	—	—	—	—	4
INVERCARGILL SECTION[6] Invercargill-Woodlands 11 February 1874							
A[7]	—	—	—	—	1	1	1
C	—	1	1	1	1	1	1
D	—	—	1	—	—	—	2
F	1	1	4	4	10	10	10
K	—	—	—	—	—	—	1
M	—	—	—	4	4	2	1

4 Includes Canterbury Railways narrow-gauge locomotives. The details of the Canterbury Railways broad-gauge motive-power are given in chapter two.

5 Described as "Vertical boiler, 6 inch cylinder"

6 Includes Otago Railways locomotives 1872-1876. Details of the broad-gauge engines are given in chapters two and three.

7 *Mouse* built by A. Shanks of Arbroath.

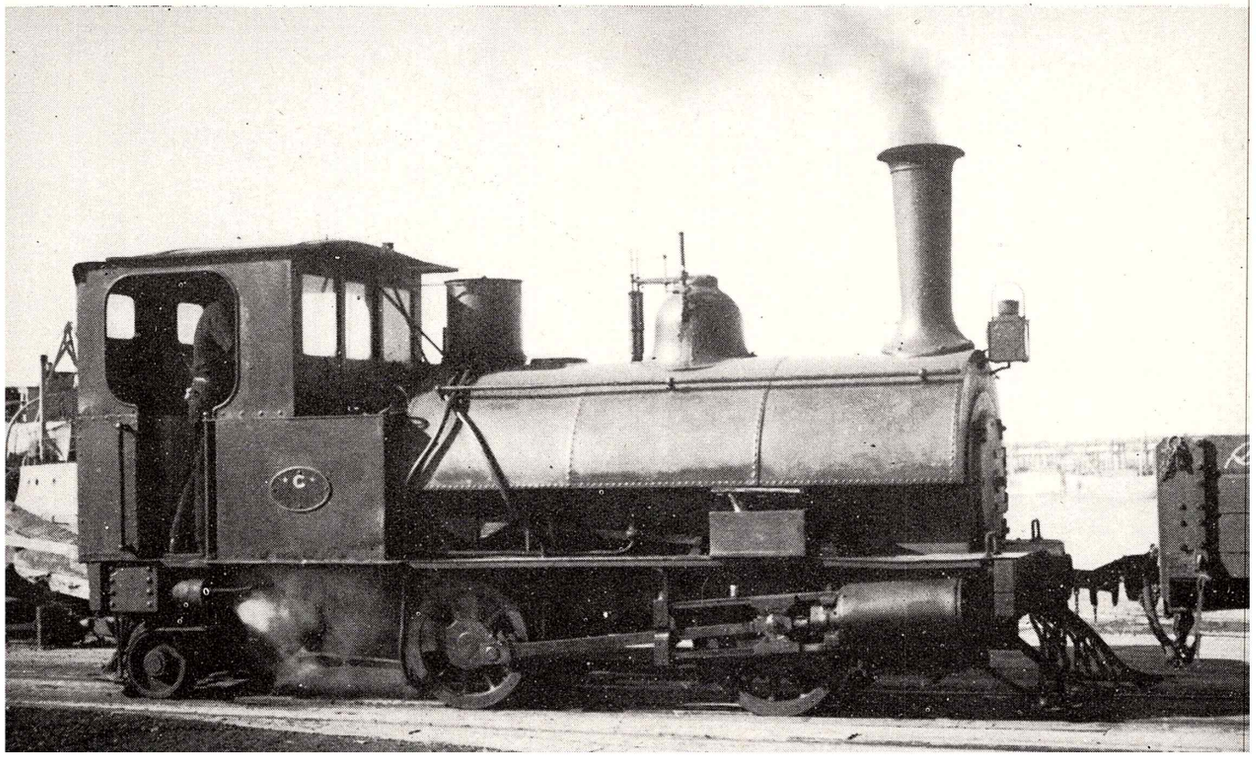
HURUNUI-BLUFF SECTION

An amalgamation of the Canterbury, Oamaru, Dunedin and Invercargill sections

FINANCIAL YEARS

Class	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
A	13	13	12	11	10	10	8	7	7	7	7
B	1	1	1	1	1	1	—	—	—	—	—
C	2	2	4	4	4	4	3	3	2	1	1
D	8	7	7	7	7	7	8	8	18	17	17
E	5	5	5	4	3	3	3	—	—	—	—
F	36	36	36	37	37	35	30	32	32	32	32
G	4	4	4	4	4	4	4	4	4	4	4
J	10	20	20	20	25	25	26	26	23	23	23
K	8	8	8	8	8	8	8	8	8	8	8
L	1	1	1	1	1	1	1	1	1	1	1
M	4	4	4	4	4	4	4	4	4	4	4
N	—	—	—	—	—	—	6	6	6	6	6
O	—	—	—	—	—	—	6	6	6	6	6
P (0-6-0T)	2	2	2	1	1	1	—	—	—	—	—
P (2-8-0)	—	—	—	—	—	—	3	3	7	7	7
Q	—	2	2	2	2	2	2	2	2	2	2
R	8	7	7	7	6	6	6	6	6	6	6
S (0-4-0T)	1	1	1	1	1	—	—	—	—	—	—
T	6	6	6	6	6	6	6	6	6	6	6
V	—	—	—	—	—	—	5	8	8	9	9

The Castlecliff Railway bought C 166 (Neilson 1765 of 1873), formerly *Moana*, in 1899. She was scrapped at East Town some time after the NZR took over the line in 1956. Castlecliff wharf, May 1943. *(J. W. Sutherland)*



CHAPTER TEN

DISPOSAL OF LOCOMOTIVES FOR INDUSTRIAL USE AND PRESERVATION

From the earliest times contractors required locomotives for construction work. Canterbury Railway's No. 1 *Pilgrim* and the Oreti Railway's *Lady Barkly* were both imported by the firms which undertook the construction of these lines. So it was with the narrow gauge; Walkem and Peyman, the builders of the Oamaru breakwater took delivery of *Carrickfergus* within a month of the arrival of the Government's first narrow-gauge engine.

As the country developed, industry required motive-power for its tramways and sidings. A number of these engines were imported privately, not a few were built locally and the remainder were acquired secondhand from the Railways Department.

The table is divided to show the industrial use of locomotives and preservation. Although all the broad-gauge locomotives were sold for further use the details, having already been fully given in chapter two, are not repeated. The industrial information has come mainly from the boiler records of the Marine Department. The dates show the period for which a boiler certificate was issued to a locomotive. In many cases the machines were, and some still are in existence long after the latest certificate had expired.

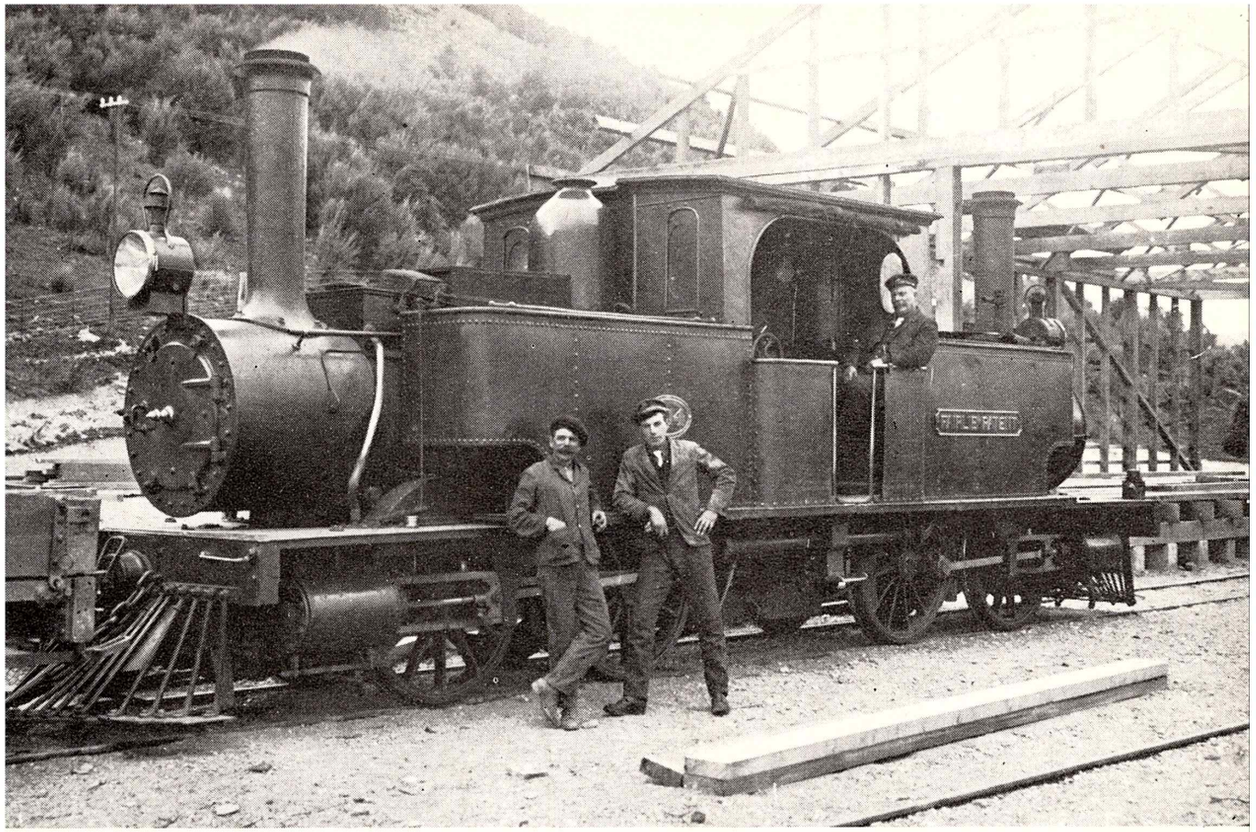
There is a sentimental attachment to antique machinery, none more so than to the steam locomotive. *Josephine* the first 3ft 6in. gauge main-line engine to run in this country was kept on open-air display for half a century. Public affection for this relic provided the finance for her restoration and showcase in 1968.

The question of preservation has been and will be debated at length. There are about one hundred locomotives retained for this purpose. Until the last relic is hauled out of the bush or riverbed or off the beach the number may increase; conversely it will decrease because of the inadequate methods of preservation applied.

Undoubtedly the best method of preservation is operation of the saved material. The foremost example is the Railways Department's *Kingston Flyer* which commenced running in December 1971 between Lumsden and Kingston. This highly successful venture has ensured the continued operation of long-distance steam-hauled trains. Antedating the *Flyer* by a decade is the *Ocean Beach Railway* in Dunedin. The operation and development of this Society-owned line demonstrates the wisdom of selecting material of modest size which can be maintained with limited facilities and finance. The success of the *Ocean Beach Railway* encouraged the establishment of several other projects with similar aims. At the time of writing (July 1971) locomotives are steamed at Tinwald, Ferrymead, Shantytown (Greymouth), Tokomaru, and MoTaT (Auckland); the last three operate industrial engines.

Where it is impracticable to operate locomotives the alternative is external restoration and static display with protection from the weather. *Josephine,* although not quite in original condition, provides the pattern for this, A similar showcase is being built to house Ja1274, the last steam engine built in this country.

The fate of the majority of locomotives put on open-air display has already been foreshadowed. The tank engine Wa68 was deposited on the Marine Parade at Napier about 1962 but became unsafe and was broken up after not many years. If the owners of such locomotives are unable to protect the machines it is hoped that they will make them available to the proven experts in restoration.



Josephine as PWD No. 504 working on the construction of the Roxburgh line at Beaumont about 1914. *(Courtesy Miss Watson)*

G 55 (Black Hawthorn 278 of 1873) in Hillside workshops while owned by the N.Z. Oil and Coal Co., Kaitangata. *(S. A. Rockliff collection)*

A representative selection of the locomotive fleet has survived with the exception of the early tender engines. Even so the bones of many of these can be found in riverbeds and on beaches where they were dumped to control erosion. The old tank engines survived because of their suitability for industrial use long after they were obsolete as main-line motive-power.

LOCOMOTIVE SALES PRIOR TO 1890

Andrew Barclay 120, Hurunui-Bluff No. 59 *Carrickfergus*

Presumed sold in 1877, details unknown

Davidson 1, Hurunui-Bluff P54 *Weka*

Wellington Manawatu Railway Co.	1882-1898
Manawatu County Council, Sanson Tramway	1898-1922
Managawhero Timber Co., Karioi	1922-1929

Davidson 3, Hurunui-Bluff P59 *Kiwi*

J. Saunders, Wellington	1884-1885
Whereabouts unknown	1885-1907
Bartholomew Land and Timber Co., Ngatira	1907-1909
Morningside Quarries Ltd, Morningside	1914-1915
Woolsey Allen Jnr, Taita	1916-1918
T. Hawkins, Taita	1918-1920
Northern Timber Co., Wairoa	1921-1922
Matiere Sawmilling Co., John Endean, Maharahau	1923-1928
Derelict near Raurimu	1956

Dubs 645, Wanganui A22 *Ferret*

Kaihu Valley Railway, Dargaville	1883-1893
Returned to NZR in 1893 as A215	

Dubs 646, Wanganui A21 *Fox* (allocated A192 in the 1890 list)

Manawatu County Council, Sanson Tramway	1889-1910

Dubs 649, Napier A41, formerly Hurunui-Bluff A70

Napier Harbour Board, Napier	1886-1925

Dubs 802, Westport number not known, formerly Napier 4/22, class "C"

Westport Harbour Board, Westport	1887-1921
Bowater and Bryan, Westport	1921-1925
Bruce Bay Timber Co., Bruce Bay	-1950
New Forest Sawmilling Co., Ngahere	1950-1961

Dubs 803, Westport 6/126 or 127

Westport Harbour Board, Westport C236	1887-1920
Marine Department, Westport	1921
NZR Maintenance Branch	1921-1925
Public Works Department	1925

Dubs 885, Greymouth 132/C2 *Pounamu*

Public Works Department C512	1885-1927

J. F. Mackley 1927
Renown Colliery, Rotowaro 1928-1951
State Mines Department, Rotowaro 1951-1971
Preserved

Hughes, maker's number not known, Hurunui-Bluff S52

Oamaru Harbour Board ..... -1875
Otago Railways No 27 and Hurunui-Bluff S52 1876-1886
Gisborne Harbour Board, Gisborne 1886-1913
Langlands and Co., Gisborne 1914-1915
Langlands and Co., Tirohanga 1916-1918
Waitomo Sawmilling Co., Otorohanga 1919-1921
Waitomo Sawmilling Co., Waitomo Valley 1921-1925

Mills, Foxton 1 *Skunk*

Wilkie Brothers and Wilson, Westport ..... circa 1882
Tim Corby, Mokihinui ..... Dates not certain
Mokihinui Sawmilling Co., Mokihinui ..... Dates not certain
W. J. Marris, Mokihinui 1898-1899
A. Griffiths, Birchfield 1904-1905
Ngahere Sawmilling Co., Ngahere 1906-1907
Wanganui Harbour Board, Wanganui 1910-1918

Mills, Foxton 2 or 3 *Wallaby*

Manawatu County Council, Sanson Tramway 1885-1889

Mills, Greymouth number not known formerly Foxton 2 or 3 *Opossum*

Public Works Department, Greymouth Harbour Works 1878-1884
Greymouth Harbour Board, Greymouth 1885-1910
Ogilvie and Co., Gladstone 1911-1952
Preserved

Neilson 1692, Hurunui-Bluff F36 *Edie Ochiltree*

Public Works Department 1879-1886
Returned to NZR in 1886 as F13

Neilson 1764, Wellington 32/C1 *Belmont*

Wellington Manawatu Railway Co. 1883-1888
Wilkie and Wilson, Helensville 1888-1889
Wilkie Brothers and Wilson, Westport 1889-1890
Castlecliff Railway Co., Wanganui 1891-1918
Tauranga Rimu Timber Co., Tauriko 1918-1926

Neilson 1770, Hurunui-Bluff C6

Palliser and Jones, Timaru 1888-1890
Allendale Coal Co., Bushey 1893-1909
Taupiri Coal Co., Huntley 1909-

Neilson 1772, Greymouth 131/C1 *Ahaura*

Greymouth Harbour Board, Greymouth 1885-1940

Neilson 1842, Hurunui-Bluff F37 *Rob Roy*

Public Works Department F503 1879-1940

Shanks, Greymouth number not known *Kangaroo*

Public Works Department, Greymouth Harbour Works 1878-1910
Greymouth Harbour Board 1885-1916
Ogilvie and Co., Gladstone 1916-1918

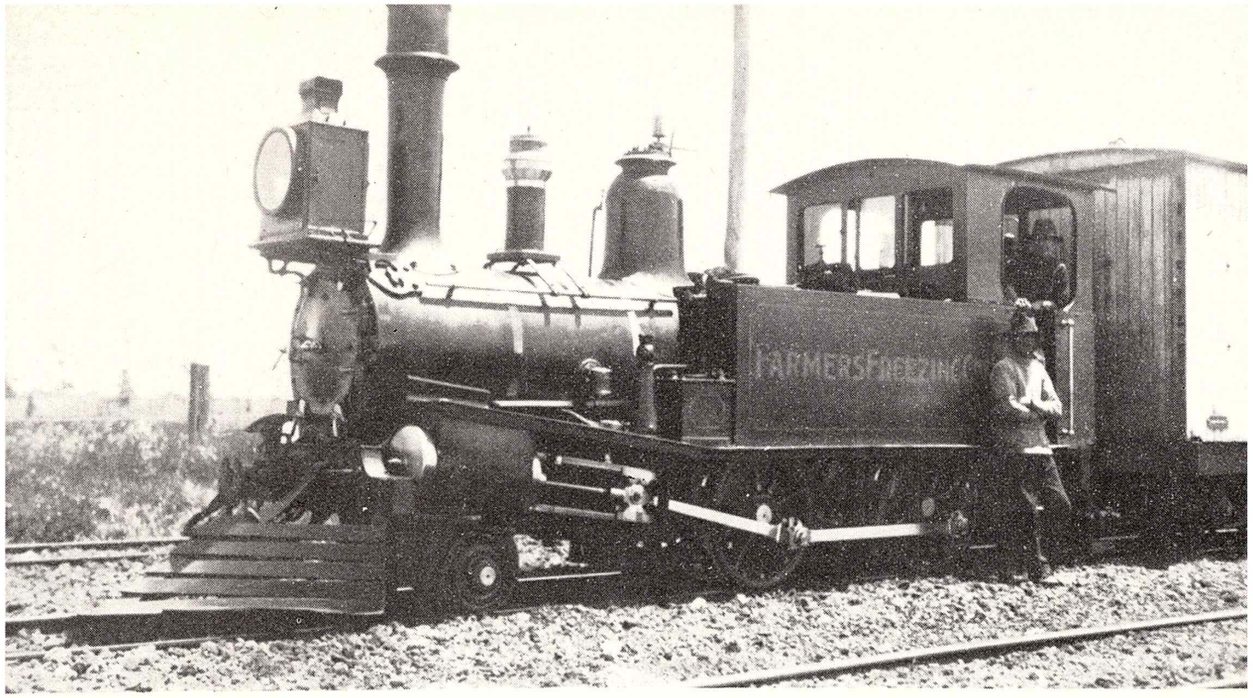
Butler Brothers Ruatapu 1919-1929
Waitaha Timber Co., Waitaha 1929
Lake Brunner Sawmilling Co., Ruru 1936-1941

Shanks, Hurunui-Bluff A6 *Mouse*

A. Tapper, Longbush 1883-1889
NZ Pine Co., Colac Bay 1889-1899
H. A. Massey, Colac Bay 1899-1923
Otago Harbour Board, Aramoana 1923-1930

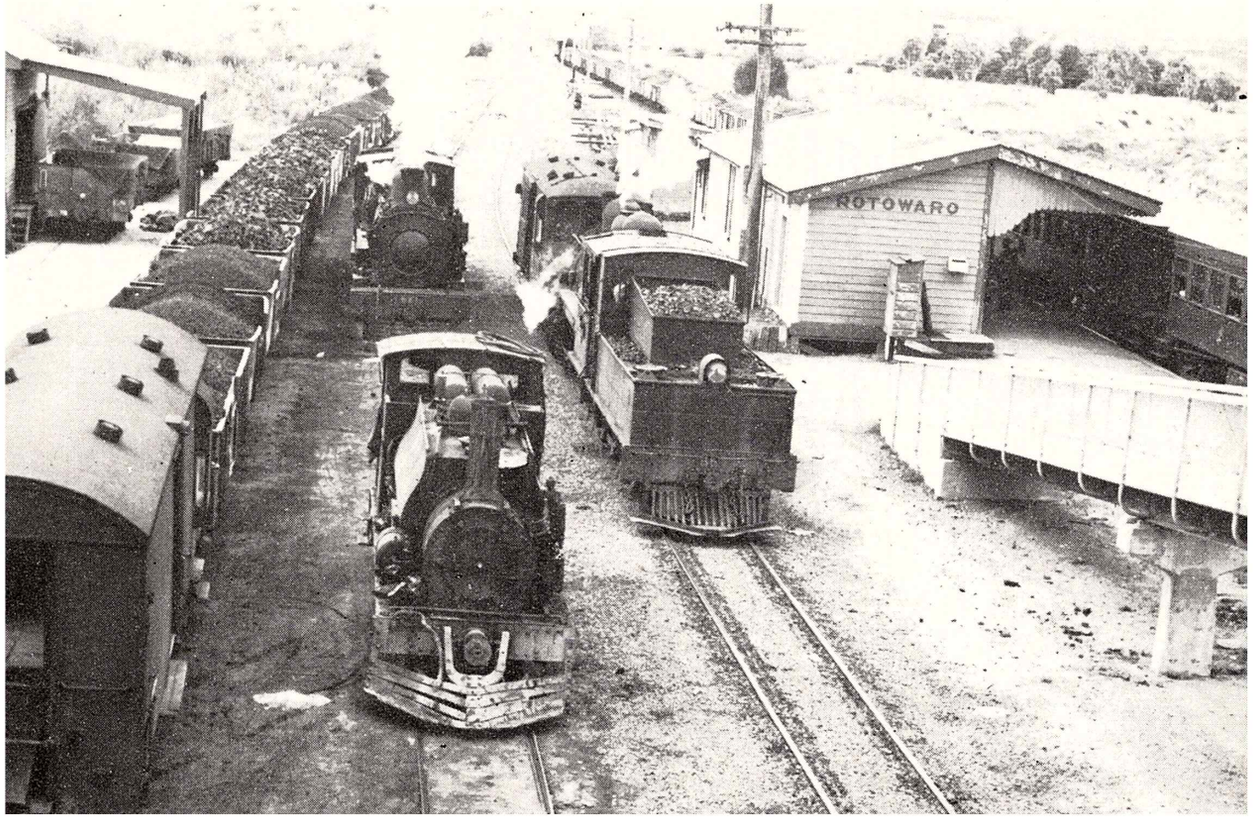
LOCOMOTIVE SALES AFTER 1890

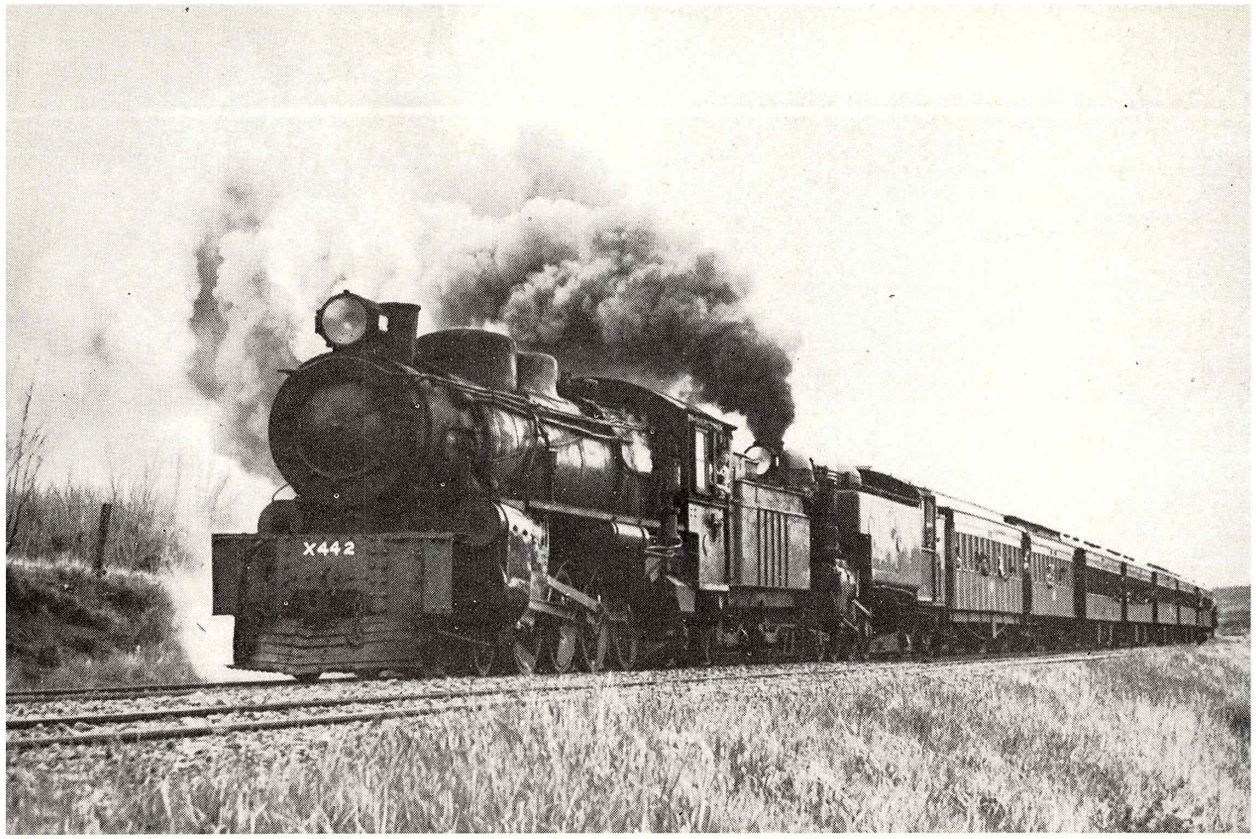
1890 Number	Maker's Number	Owner	In Private Service
F2	Avonside 1141	Charming Creek Coal Co., Ngakawau	1954-1959
A5	Dubs 647	Lovells Flat Coal Co., Lovells Flat	1897-1906
		Real Mackay Coal Co., Milton	1906-1907
		Bruce Railway and Coal Co., Milton	1908-1921
		Milburn Lime and Cement Co. Ltd, Milburn	1921-1968
		Preserved	
C5	Neilson 1768	Hokonui Railway and Coal Co., Winton	1893-1897
		Canterbury Frozen Meat Co. Ltd, Belfast	1899-1957
D6	Neilson 2564	Taratu Coal Co., Lovells Flat	1917-1940
		McDonalds Oamaru Lime Ltd, Whitecraig	1940-1964
		Preserved	
Fa9	NZR 18	Auckland Farmers Freezing Co. Ltd, Horotiu	1945-1951
Fa10	NZR 7	Ohai Railway Board, Wairio	1919-1927
		Blackburn Coal Co., Mount Somers	1930-1940
F12	Yorkshire 241	Waitaki Farmers Freezing Co. Ltd, Pukeuri	1957-1968
		Preserved	
D16	Neilson 2306	NZ Refrigerating Co. Ltd, Pukeuri	1918-1922
		Waitaki Farmers Freezing Co. Ltd, Pukeuri	1922-1973
		Preserved	
D18	Neilson 2308	Bruce Railway and Coal Co., Milton	1920-1930
		Kaitangata Coal and Railway Co., Kaitangata	1932-1941
R28	Avonside 1217	Timaru Harbour Board, Timaru	1934-1940
		Burkes Creek Colliery, Reefton	1944-1947
		State Mines Department, Reefton	1947-1948
		Preserved	
R29	Avonside 1218	Manawatu County Council, Sanson Tramway	1944-1946
R33	Avonside 1232	Public Works Department (PWD 516)	1917-1932
F40	Avonside 1090	Stuart and Chapman Ltd, Ross	1934-1948
Fa41	NZR 8	Whakatane Board Mills, Whakatane	1937-1963
F43	Avonside 1143	McDonalds Oamaru Lime Ltd, Whitecraig	1953
		(For spare parts, scrapped about 1968)	
D46	Dubs 1168	NZ Refrigerating Co. Ltd., Burnside	1920-1939
		(Broken up about 1953)	
D47	Dubs 1166	Lauriston Timber Co., Tahakopa	1917-1928
		Lake Brunner Sawmilling Co., Ruru	1930-1952
		(Derelict 1972)	



The "D" class was most popular with freezing companies. D 109 (Scott 34 of 1887) photographed at Southdown with a massive acetylene generator atop the boiler. A similar locomotive remains on standby at the Waitiaki Farmers Freezing Co. works at Pukeuri near Oamaru — the last ex-NZR loco in industrial service. *(S. A. Rockliff collection)*

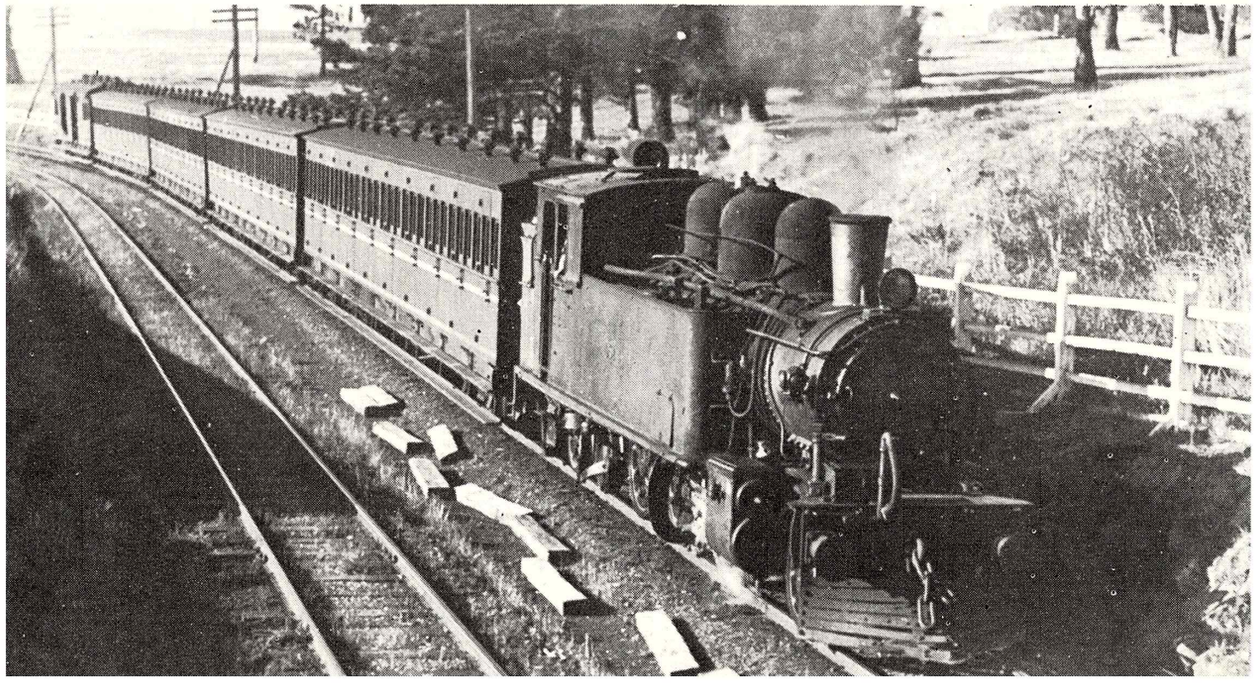
Coal mines employed a few former NZR locomotives. On the Huntly coalfield C 132 and F 185 worked alongside a number of industrial locos. F 185 here meets Bb 621 and Bb 55 during a three-train crossing at Rotowaro in 1949. *(J. A. T. Terry)*



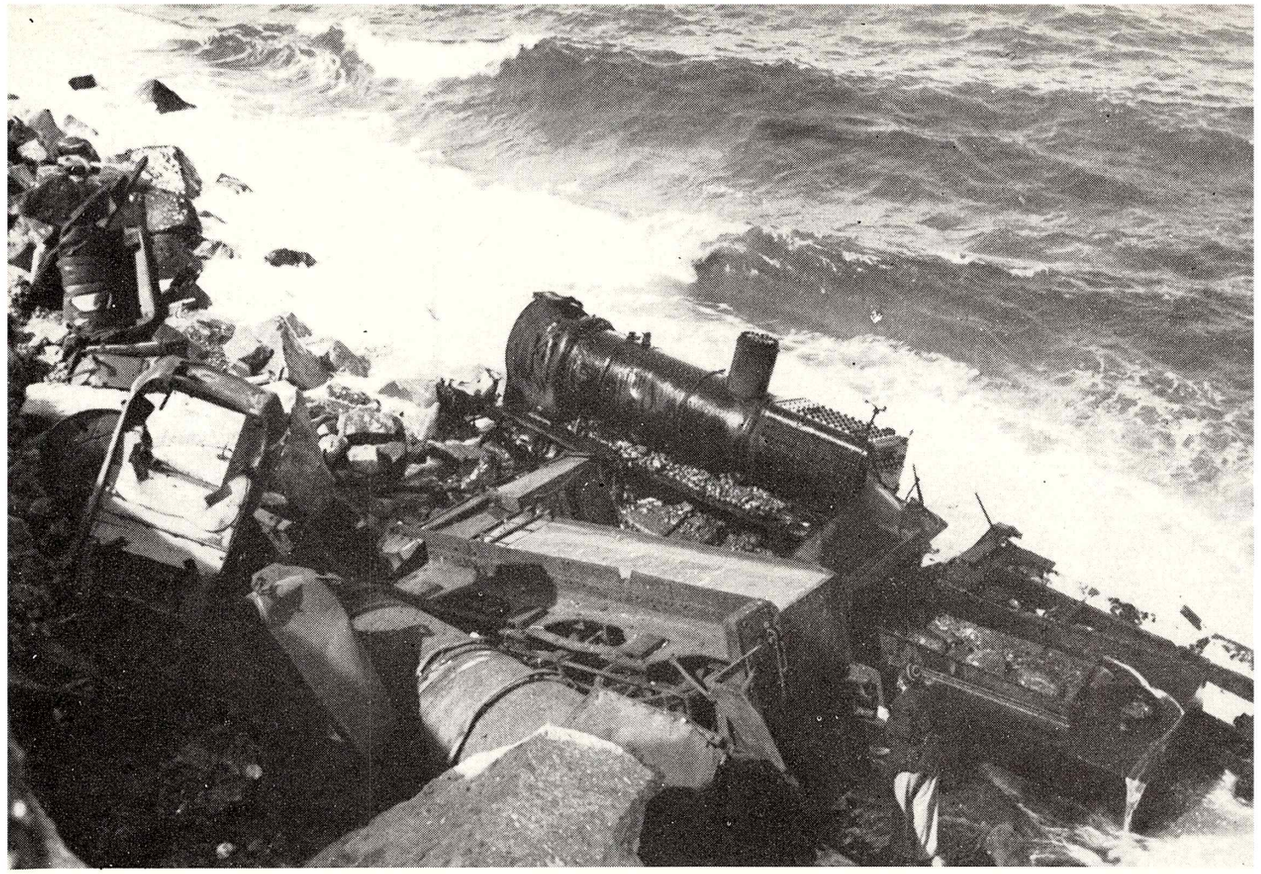


The Ohai Railway Board needed big locos to haul long coal trains over well-constructed line from Ohai to the NZR terminus at Wairio. X 442 and Wab 794 re-enact the past glories of the NIMT during a farewell to steam excursion on the Board's line. November 1964. *(G. W. Emerson.)*

Eight "Wf" class tank engines were sold in 1939 and 1944 to the Tasmanian Government Railways where they became the "DS" class. Few modifications were required to enable these engines to operate with their new owners. DS 1 is seen with a Hobart-bound suburban train some time in the 1940's. *(B. D. Whebell collection)*

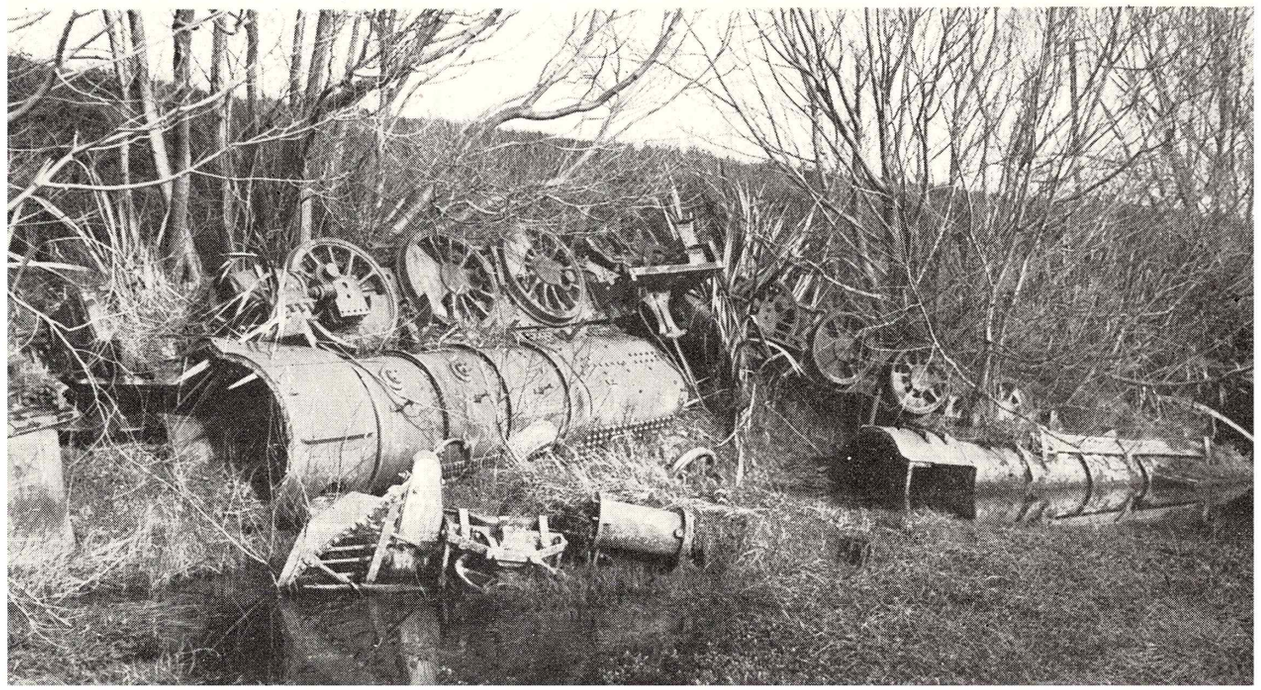


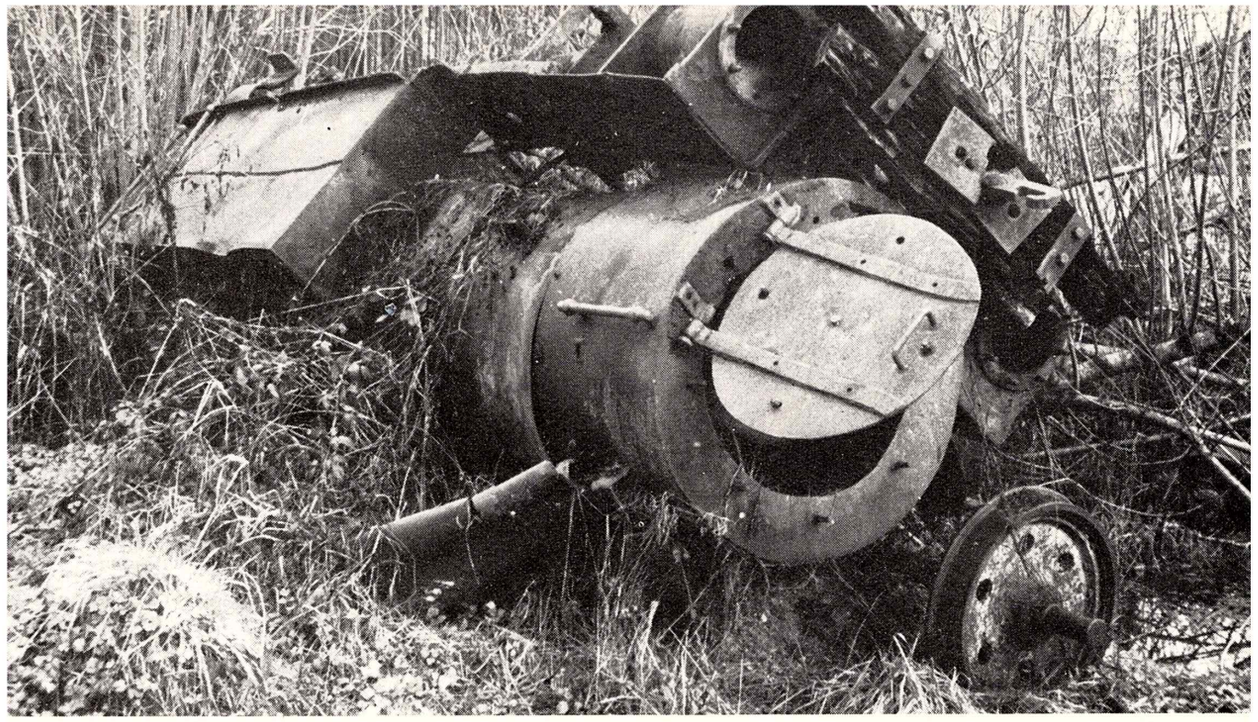
1890 Number	Maker's Number	Owner	In Private Service
D48	Dubs 1167	Kempthorne Prosser and Co. Ltd, Aramoho	1925-1950
D49	Dubs 1165	Waitahu Coal Co., Reefton	1919-1922
		Reefton Coal Co., Reefton	1923-1930
		Burkes Creek Colliery, Reefton	1930-1935
D50	Dubs 1164	Fortification Coal Co., Milton	1902-1905
		Bruce Railway and Coal Co., Milton	1905-1907
		Waronui Coal Co., Milton	1907-1908
		Kauri Timber Co. Ltd., Puketi Bush	1909-1919
		Kauri Timber Co. Ltd, Kairanga	1922-1928
		Challenge Phosphate Co. Ltd, Otahuhu	1928-1950
C53	Neilson 1773	South Otago Freezing Co. Ltd, Finegand (Broken up about 1955)	1920-1941
G55	Black Hawthorn 278	NZ Coal and Oil Co. Ltd, Kaitangata	1915-1927
		Shag Point Coal Co., Shag Point	1927-1936
G56	Black Hawthorn 282	Manawatu County Council, Sanson Tramway	1918-1944
G57	Black Hawthorn 281	Castlecliff Railway Co., Castlecliff	1917-1956
G58	Black Hawthorn 279	Gamman and Co., Ohakune	1918-1924
		Gamman and Co., Mamaku	1925-1938
A64	Dubs 651	Canterbury Frozen Meat Co. Ltd, Fairfield Preserved	1891-1960
A65	Dubs 653	John Harrison, Aratapu	1896-1901
		White Pine Sawmilling Co., Naumai	1902-1917
		Stuart and Chapman Ltd, Ross	1918-1936
A66	Dubs 648	NZ Pine Co., Colac Bay	1904
		Dunedin City Corporation Gas Works, Dunedin	1904-1947
		On loan to Otago Harbour Board, Dunedin Preserved	1913-1920
A67	Dubs 647	Hokonui Coal Co., Hokonui	1891-1892
		Returned to NZR as A5	
Wa67	NZR 4	Castlecliff Railway Co., Castlecliff	1941-1956
A68	Dubs 652	Black and Stumbles, Timaru	1900-1901
		Timaru Harbour Board, Timaru	1901-1907
		Ellis and Burnand Ltd, Manunui	1908-1929
A71	Yorkshire 255	Taupo Totara Timber Co., Putaruru	1906-1921
		NZ Farmers Fertiliser Co. Ltd, Te Papapa	1922-1930
F72	Yorkshire 246	Canterbury Frozen Meat Co. Ltd., Pareora	1954-1959
F75	Avonside 1088	Stuart and Chapman Ltd, Ross	1925-1955
		Butler Brothers; Ruatapu	1956
F80	Avonside 1085	Otago Harbour Board, Aramoana	1933-1946
D108	Scott 30	Public Works Department (PWD 519)	1920-1930
D109	Scott 34	Auckland Farmers Freezing Co. Ltd, Southdown	1916-1956
F111	Dubs 1233	Oamaru Harbour Board, Oamaru Preserved	1934-1966
F113	Neilson 2413	Butler Brothers, Ruatapu	1940-1956
D130	Scott 35	McDonalds Oamaru Lime Ltd, Whitecraig (Broken up 1964)	1927-1940



Reboilering and rebuilding could give a steam locomotive a longer working life than the men who fired and drove her but sooner or later all locos became derelicts awaiting disposal. When scrap iron was cheap many were tipped into the sea to make breakwaters. J 116 and J 121 joined many single Fairlies and Baldwins on the Oamaru foreshore in 1936. *(S. A. Rockliff)*

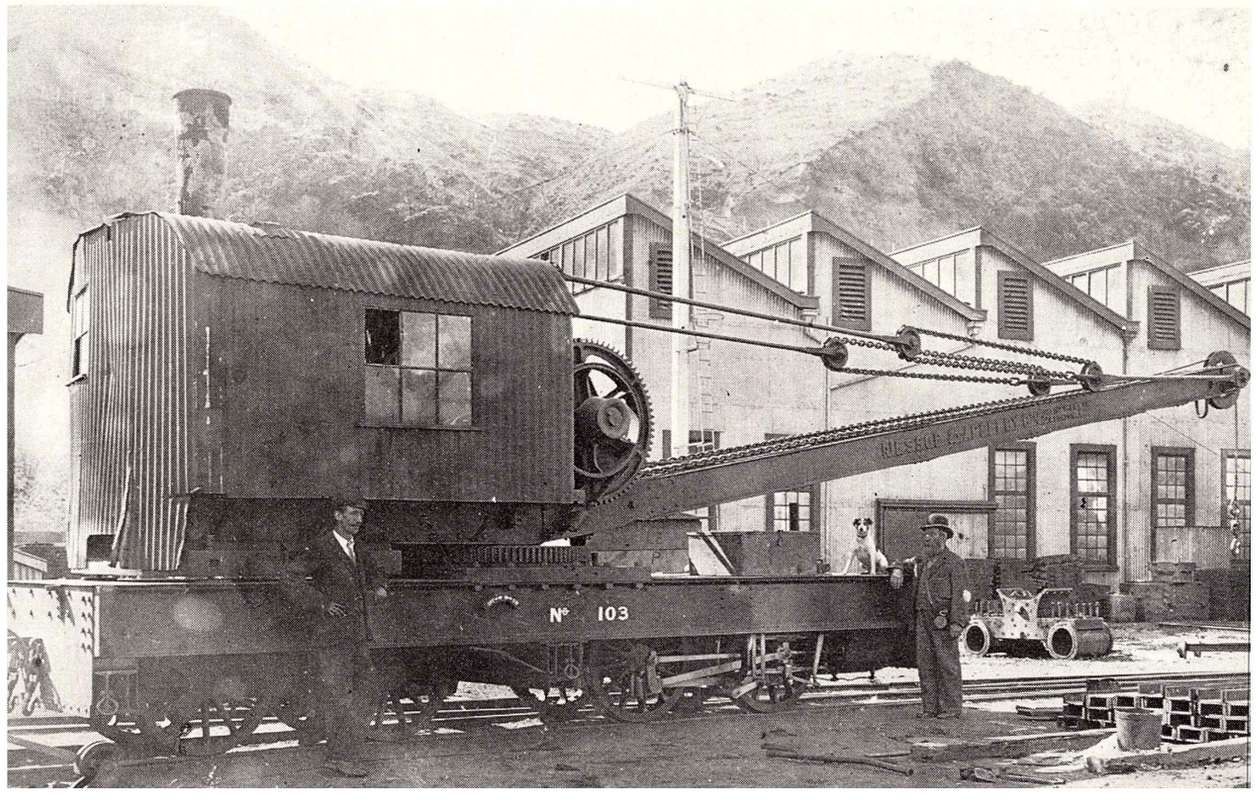
Others were used in river protection. *(A. R. Schmidt)*



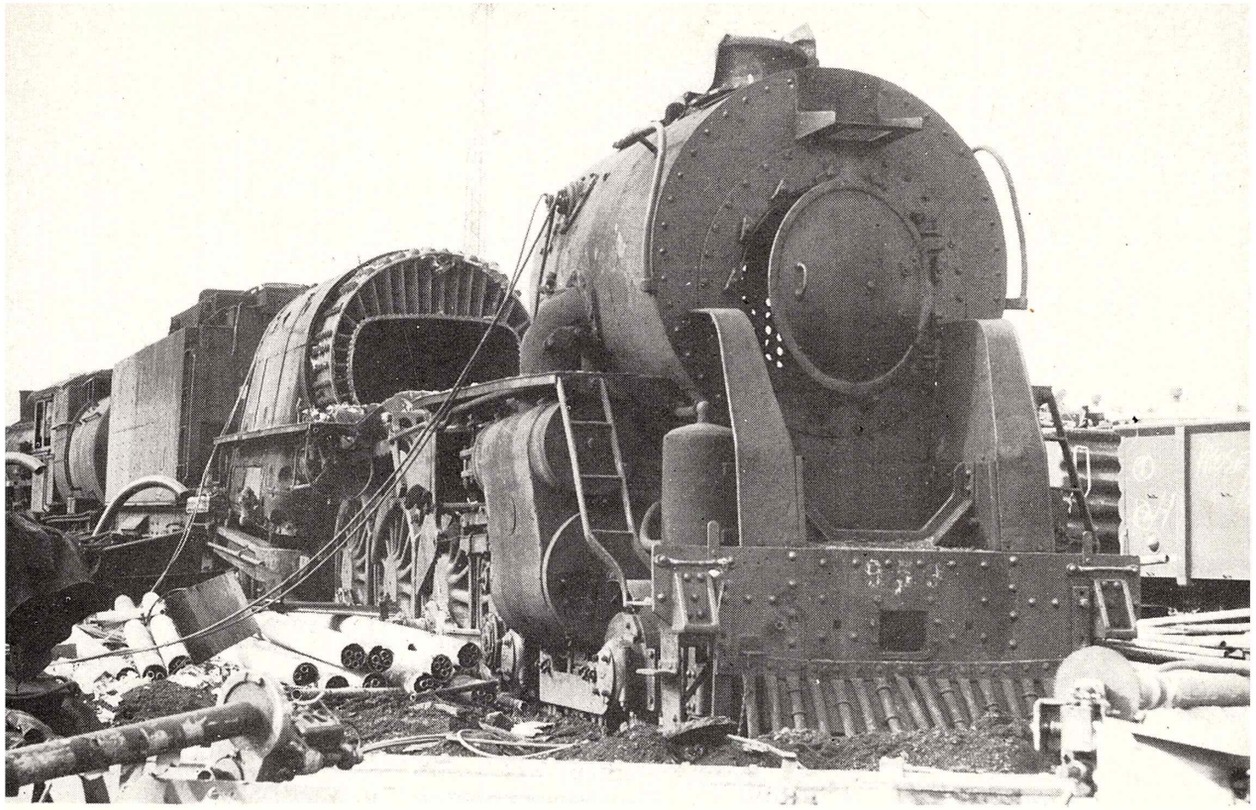


Some were just abandoned. D 197 at Ruru. *(M. Collins.)*

Parts of a few found new uses. Steam crane No. 103 at Petone Workshops was carried on the bogies of a "B" and an "E" class Fairlie. *(A. P. Godber)*

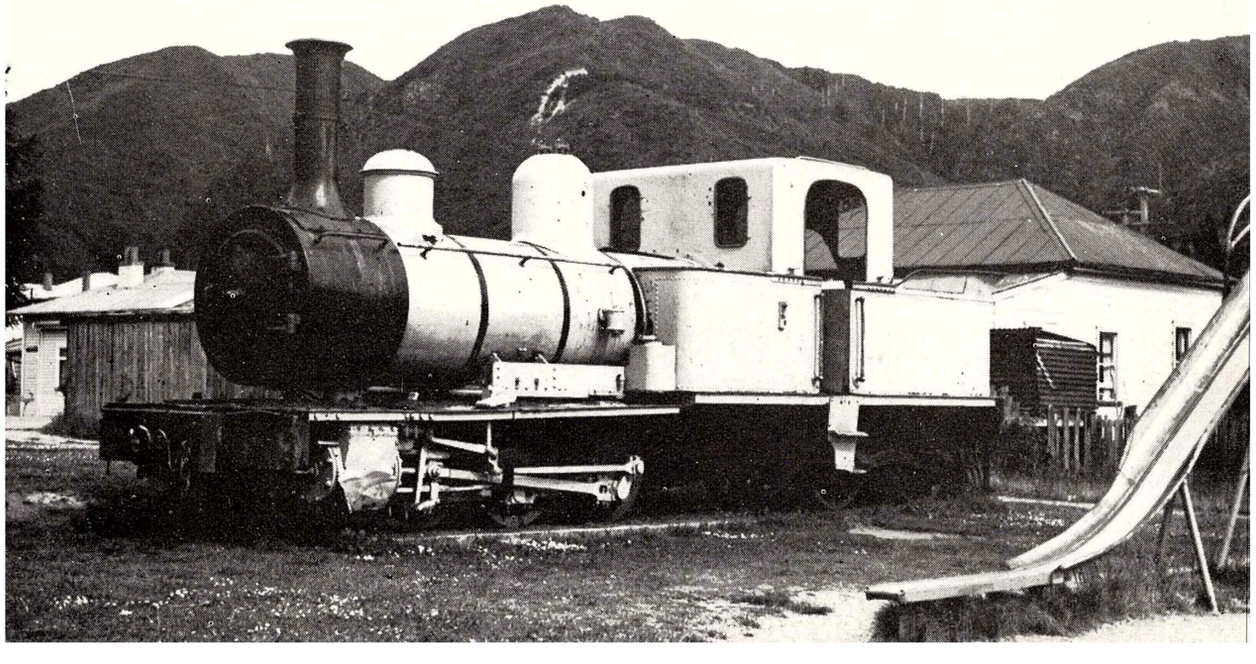


1890 Number	Maker's Number	Owner	In Private Service
D131	Scott 38	Christchurch Meat Co. Ltd, Smithfield	1916-1930
D137	Scott 31	Gear Meat Co. Ltd, Petone Preserved	1901-1963
D138	Scott 32	Thomas Borthwick and Co. Ltd, Belfast	1916-1955
D139	Scott 33	New Plymouth Harbour Board, New Plymouth NZ Farmers Fertiliser Co. Ltd, Smart Road	1919-1930 1930-1953
D140	Scott 36	Kempthorne Prosser and Co. Ltd, Hornby Preserved	1920-1961
D141	Scott 37	Shag Point Coal Co., Shag Point	1920-1927
D142	Scott 39	Public Works Department (PWD 520)	1920-
D143	Neilson 1847	Dominion Portland Cement Co. Ltd, Portland Wilsons NZ Portland Cement Co. Ltd, Portland Preserved	1917-1927 1928-1968
D144	Neilson 1849	Mount Burnett Coal Co. Ltd, Pakawau Kanieri-Hokitika Sawmilling Co., Hokitika	1915-1923 1928-1951
D145	Neilson 2309	Public Works Department (PWD 517)	1919-1945
C147	Neilson 1767	Auckland Farmers Freezing Co. Ltd, Auckland Auckland Farmers Freezing Co. Ltd, Horotiu	1915-1919 1920-1921 1919-1920 1921-1930
D149	Neilson 2307	Gamman and Co., Ohakune Gamman and Co., Mamaku	1920-1924 1924-1931
F152	Dubs 1173	Stuart and Chapman Ltd, Ross Butler Brothers, Ruatapu	1954-1957 1957-1958
F154	Dubs 1370	Marine Department, Westport Westport Harbour Board, Westport Charming Creek Coal Co., Ngakawau (on loan)	1929-1936 1936-1946 1946-1955
F155	Stephenson 2598	Charming Creek Coal Co., Ngakawau	1934-1946
Fa157	NZR 12	Ohai Railway Board, Wairio	1922-1927
C158	Dubs 804	NZ Pine Co., Colac Bay Otago Harbour Board, Aramoana	1920-1927 1927-1933
A161	Dubs 650	Canterbury Frozen Meat Co. Ltd, Pareora Canterbury Frozen Meat Co. Ltd, Belfast	1904-1954 1954-1955
C166	Neilson 1765	John McLean and Sons, Helensville Castlecliff Railway Co., Castlecliff	1896-1897 1899-1956
F166	Stephenson 2594	Westport Harbour Board, Westport Returned to NZR as F839	1909-1923
C167	Dubs 801	Wairio Railway and Coal Co., Wairio Ohai Railway Board, Wairio New Brighton Coal Co., Nightcaps Black Diamond Coal Co., Nightcaps State Mines Department, Black Diamond Mine Downer and Co. Ltd, Nightcaps	1915-1917 1917-1925 1925-1926 1930-1947 1947-1949 1949-1950
C168	Neilson 1769	Taranaki Farmers Meat Co. Ltd, Smart Road NZ Farmers Fertiliser Co. Ltd, Smart Road	1919-1924 1924-1930

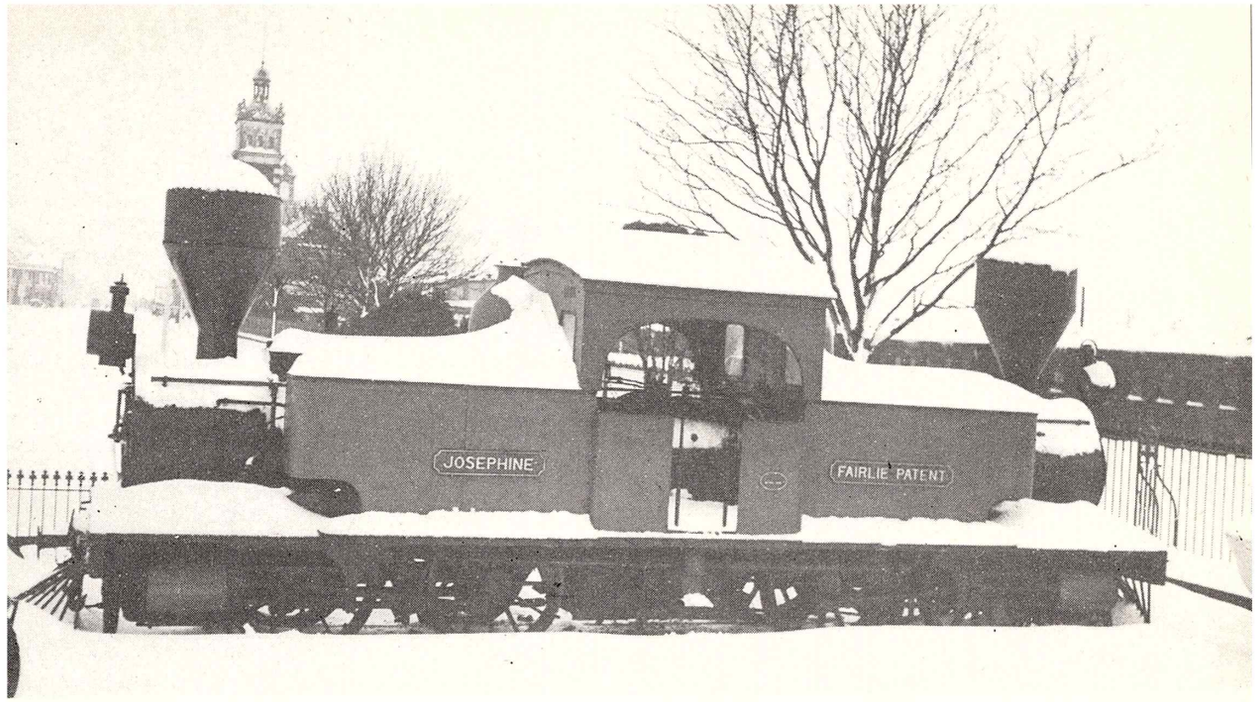


But most were cut up. Ka 959 at Pacific Steel, Otahuhu, June 1967. *(E. J. McClare)*

A few have been alllowed to survive through sentiment, nostalgia or recogniton of their historical value but in many cases this is hardly preservation. R 28 is truly unique — there is no other single Fairlie anywhere — but she is exposed to weather and vandalism in the children's playground at Reefton. *(G. W. Emerson)*

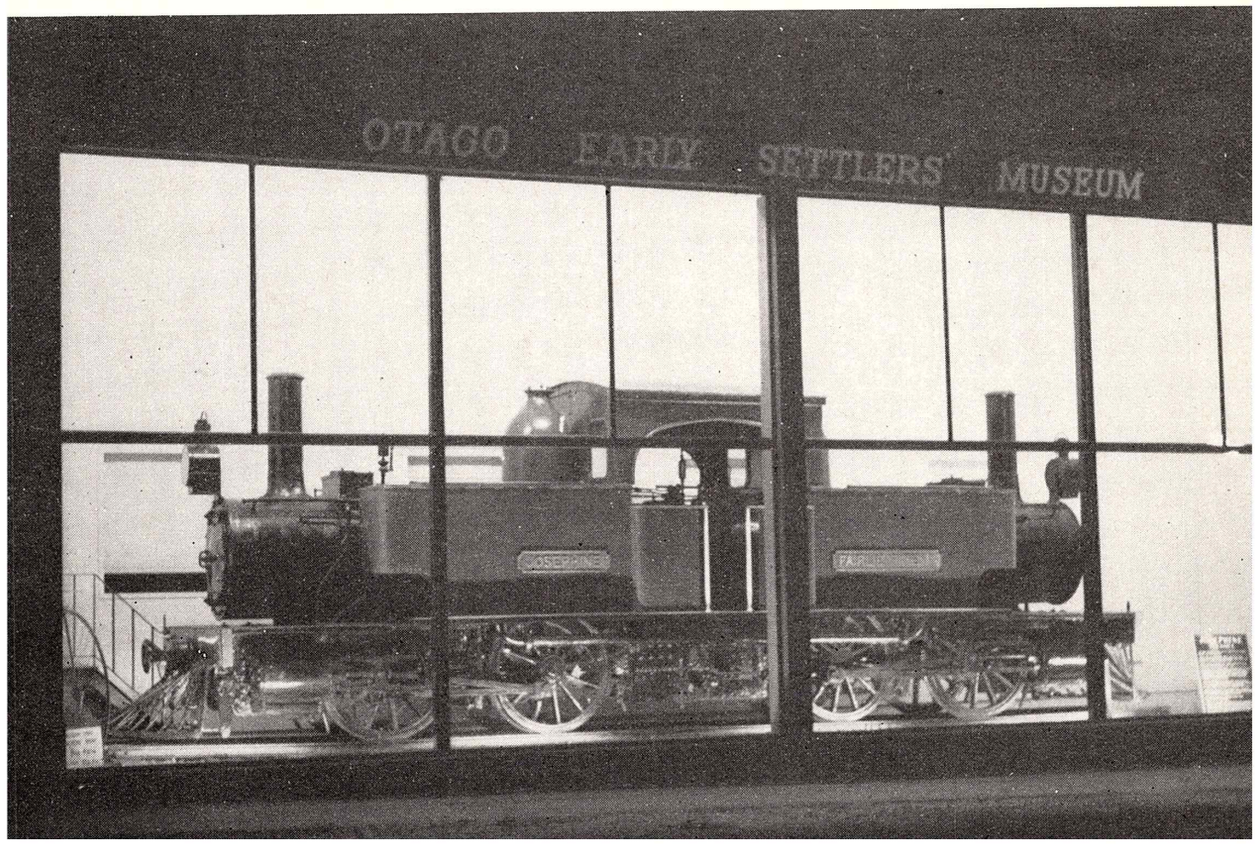


1890 Number	Maker's Number	Owner	In Private Service
D169	Neilson 1848	Kauri Timber Co. Ltd, Thames and Parawai	1914-1928
D171	Neilson 2562	Wellington Farmers Meat Co. Ltd, Waingawa	1915-1922
		Wilsons Portland Cement Co. Ltd, Portland	1922-1957
E175	Vulcan 637	Public Works Department (PWD 504)	1900-1917
		Otago Iron Rolling Mills, Green Island	1917-1925
		Preserved	
F184	Dubs 1372	Burkes Creek Colliery, Reefton	1934-1945
		State Mines Department, Reefton	1947
		Butler Brothers, Ruatapu	1948-1955
F185	Dubs 1171	Taupiri Coal Co., Rotowaro	1936-1951
		State Mines Department, Rotowaro	1951-1972
		Preserved	
A192	Dubs 646	See page 112	
A193	Dubs 655	Gear Meat Co. Ltd., Petone	1893-1915
		Thomas Borthwick and Sons Ltd., Paki Paki	1915-1930
C194	Neilson 1771	Public Works Department (PWD 505)	1893-1945
		Tomoana Freezing Works, Tomoana	1946
D195	Neilson 1846	Napier Harbour Board, Napier	1919-1931
D196	Neilson 1845	Public Works Department (PWD 513)	1914-1955
D197	Neilson 1844	NZ Powell Wood Processing Co. Ltd, Rangataua	1917-1925
		Gisborne Harbour Board, Gisborne	1925-1930
		Waitaha Timber Co., Waitaha	1930-1947
		Lake Brunner Sawmilling Co., Ruru	1947-1951
D198	Neilson 2561	Public Works Department (PWD 506)	1899-1930
L207	Avonside 1205	Public Works Department (PWD 507)	1901-1931
		New Plymouth Harbour Board, New Plymouth	1931-1954
		Wilsons Portland Cement Co. Ltd, Portland	1954-1972
		Preserved	
L208	Avonside 1206	Public Works Department (PWD 508)	1901-1931
		Wilsons Portland Cement Co. Ltd, Portland	1945-1974
		Preserved	
R211	Avonside 1223	Manawatu County Council, Sanson Tramway	1926-1933
S215	Avonside 1283	Western Australian Government Railways (I 25)	1891-1900
A215	Dubs 645	Taupiri Coal Co. Ltd, Kimihia	1896-1919
		Taupiri Coal Co. Ltd, Rotowaro	1919-1937
S216	Avonside 1285	Western Australian Government Railways (I 26)	1891-1900
S217	Avonside 1281	Western Australian Government Railways (I 27)	1891-1900
L219	Avonside 1207	Public Works Department (PWD 509)	1903-1948
		Wilsons Portland Cement Co. Ltd., Portland	1948-1974
		Preserved	
A220	Dubs 654	Nelson Brothers Ltd, Tomoana	1891-1901
		Nelson Harbour Board, Nelson	1901-1907
		Taupo Totara Timber Co. Ltd, Putaruru	1907-1914
		Gamman and Co., Ohakune	1915-1919
		Wellington Farmers Meat Co. Ltd, Waingawa	circa 1920
		Ellis and Burnand Ltd, Ongarue	1923-1925



Josephine was exposed to Dunedin's climate and the sulphurous fumes of her grandchildren for over forty years while she waited outside the Otago Early Settlers' Museum. *(S. A. Rockliff)*

Much of her rusted away but eventually public sympathy enabled her to gain entry to the building where she has become a model of static preservation. *(G. W. Emerson)*



1890 Number	Maker's Number	Owner	In Private Service
Wa220	NZR 14	Napier Harbour Board, Napier	1946-1957
D221	Neilson 2565	Leyland O'Brien Timber Co., Kaingaroa	1918-1928
		Preserved	
D222	Neilson 2566	Nelson Brothers Ltd, Tomoana	1915-1932
F225	Avonside 1089	Butler Brothers, Ruatapu	1935-1955
F228	Dubs 1365	Auckland Farmers Freezing Co. Ltd	15.2.36[1]
F230	Dubs 1364	Napier Harbour Board, Napier	1933-
		Ellis and Burnand Ltd, Mangapehi	1952-1956
		Preserved	
F233	Stephenson 2593	Auckland Farmers Freezing Co. Ltd, Southdown	1936-1960
		Preserved	
A237	Yorkshire 256	New Plymouth Sash and Door Co. Ngaire	1891-1909
		Lyttelton Harbour Board, Lyttelton	1909-1915
		Dominion Cement Co. Ltd, Whangarei	1915-1916
		Westland Sawmilling Co., Marsden	1916-1920
		Malfroy and Co. Hokitika Ltd, Houhou T. Wall and Co., Houhou Westland Boxes Ltd, Houhou	1920-1950
C239	Dubs 800	D. Fallon, Freemans Bay	1890-1901
		Butler Brothers, Ruatapu	1915-1936
D240	Neilson 1843	Union Box and Packing Co., Rawene	1919-1925
		McDonalds Oamaru Lime Ltd, Totara	1924-1939
F243	Stephenson 2085	Matahina Tramway, Edgecumbe	1934
		For Spare Parts	
F248	Vulcan 736	Matahina Tramway, Edgecumbe	1930-
Fa250	NZR 5	Whakatane Board Mills, Whakatane	1943
		Preserved	
Fa251	NZR 6	Stuart and Chapman Ltd, Ross	1939-1954
La311	Nasmyth Wilson 315	Auckland Farmers Freezing Co. Ltd, Moerewa	1920-1934
La314	Nasmyth Wilson 312	New Forest Sawmilling Co., Ngahere	1926-1950
D315	Scott 40	Public Works Department (PWD 510)	1901-1930
Wd316	Baldwin 18543	Wilton Collieries Ltd, Ngaruawahia	1934
Wd317	Baldwin 18544	Ohai Railway Board, Wairio	1934-1944
Wd356	Baldwin 19260	Wilton Collieries Ltd, Ngaruawahia	1933-
Wd357	Baldwin 19261	Timaru Harbour Board, Timaru	1938-1960
		Preserved	
Wf381	NZR 61	Tasmanian Government Railways (DS2)	1939-1951
Wf385	NZR 65	Tasmanian Government Railways (DS1)	1939-1952
		Mount Lyell Railway Co. Ltd	1952-
Wf392	Price 4	Tasmanian Government Railways (DS8)	1944-1956

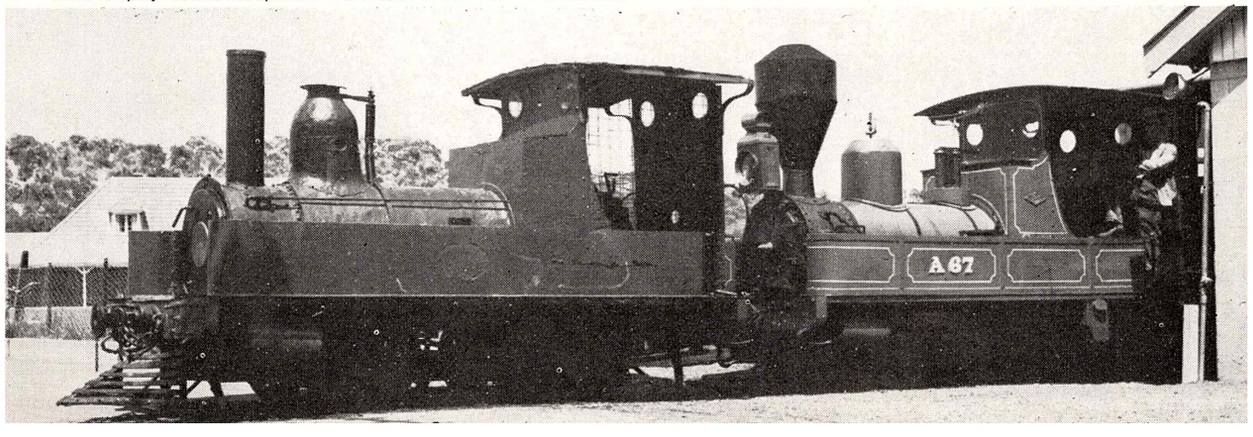
1. Reported sold on this date. There is no record of subsequent use as a steam locomotive.

2. Reported sold to Ohai Railway Board 23.9.33. The Board's records acknowledge the purchase of one Wd engine only.

1890 Number	Maker's Number	Owner	In Private Service
Wf405	NZR 79	Tasmanian Government Railways (DS5)	1944-1956
Wf431	NZR 86	Tasmanian Government Railways (DS6)	1944-1953
Wf434	NZR 89	Tasmanian Government Railways (DS7)	1944-1958
Wf436	NZR 91	Tasmanian Government Railways (DS4)	1939-1952
		Mount Lyell Railway Co. Ltd	1952-1953
Wf437	NZR 92	Tasmanian Government Railways (DS3)	1939-1951
		Mount Lyell Railway Co. Ltd	1951-
X442	NZR 97	Ohai Railway Board, Wairio	1944-1968
		Preserved	
X446	NZR 101	Ohai Railway Board, Wairio	1946-1959
Wh447[3]	Manning Wardle 920	Collett and Co., Dannevirke	1929
		Not used, there derelict 1945	
Wh448[3]	Manning Wardle 921	Mangawhero Timber Co., Raetihi	1926-1927
		Challenge Phosphate Co. Ltd, Otahuhu	-1943
Wh449[3]	Manning Wardle 923	Waipa Railway and Coal Co., Ngaruawahia	1914-1933
Y542	Hunslet 1444	Wilsons Portland Cement Co. Ltd., Portland	1957-1973
		Standby locomotive 1973	
D576[4]	Neilson 2563	Hawkes Bay Farmers Meat Co. Ltd, Whakatu	1923-1959
		Preserved	
C577[5]	Neilson 1766	Butler Brothers, Ruatapu	1922-1953
Wab794	NZR 251	Ohai Railway Board, Wairio	1955-1968
		Preserved	
F839	Stephenson 2594	Charming Creek Coal Co., Ngakawau	1930-1947
F840	Vulcan 1180	Butler Brothers, Ruatapu	1928-1955
F841	Stephenson 2596	Marine Department, Westport	1930-
		Burkes Creek Colliery, Reefton	1947
J1236	North British 24559	Railway Enthusiasts Society Inc., Auckland	1972
		A. Buchler, Auckland (For Sale)	1972-

3. Formerly Wellington and Manawatu Railways Co Nos 1, 2 and 4 respectively, WMR Nos 3 and 5 were sold to Timaru Harbour Board in 1901, one was sold to the Mount Somers Tramway in the 1930s, the other scrapped.
4. Earlier D170
5. Earlier C148

In some cases, particularly with the smaller locomotives, preservation as working exhibits is the best solution. Here A 67 (Dubs 647 of 1873), restored as far as possible to her original condition, welcomes A 66 (Dubs 648) to the Ocean Beach Railway after 25 years of static display beside *Josephine*. November 1973. *(G. W. Emerson)*



THE PRESERVED LOCOMOTIVES

Name or[6] Number	Location	Owner
Opossum	Petrie Avenue, Greymouth	Greymouth Borough Council
Pounamu	Gracefield, Lower Hutt	NZRLS (Wellington)[7]
D6	Ocean Beach Railway, Dunedin	NZRLS (Otago)
F12	Ferrymead Railway, Christchurch	NZRLS (Canterbury)
F13	Ferrymead, Christchurch	Museum of Science and Industry
D16	Pukeuri Freezing Works	Waitaki Farmers Freezing Co. Ltd
R28	Childrens Park, Reefton	Inangahua County Council
A62/A196	Private Museum, Avondale, Auckland	Mr J. Ryder
A64	Domain, Tinwald	Ashburton Railway and Preservation Society
A66	Ocean Beach Railway[8]	NZRLS (Otago)
A67/A5	Ocean Beach Railway, Dunedin	NZRLS (Otago)
K88	Domain, Tinwald[10]	Ashburton Railway and Preservation Society
F111	Ocean Beach Railway, Dunedin	NZRLS (Otago)
D137	Hutt Park Motor Camp, Lower Hutt	
D140	Ferrymead Railway, Christchurch	NZRLS (Canterbury)
D143	Gracefield, Lower Hutt	NZRLS (Wellington)
Bb144	Te Awamutu	Mr L. J. Hostick
F150	Ocean Beach Railway[9]	NZRLS (Otago)

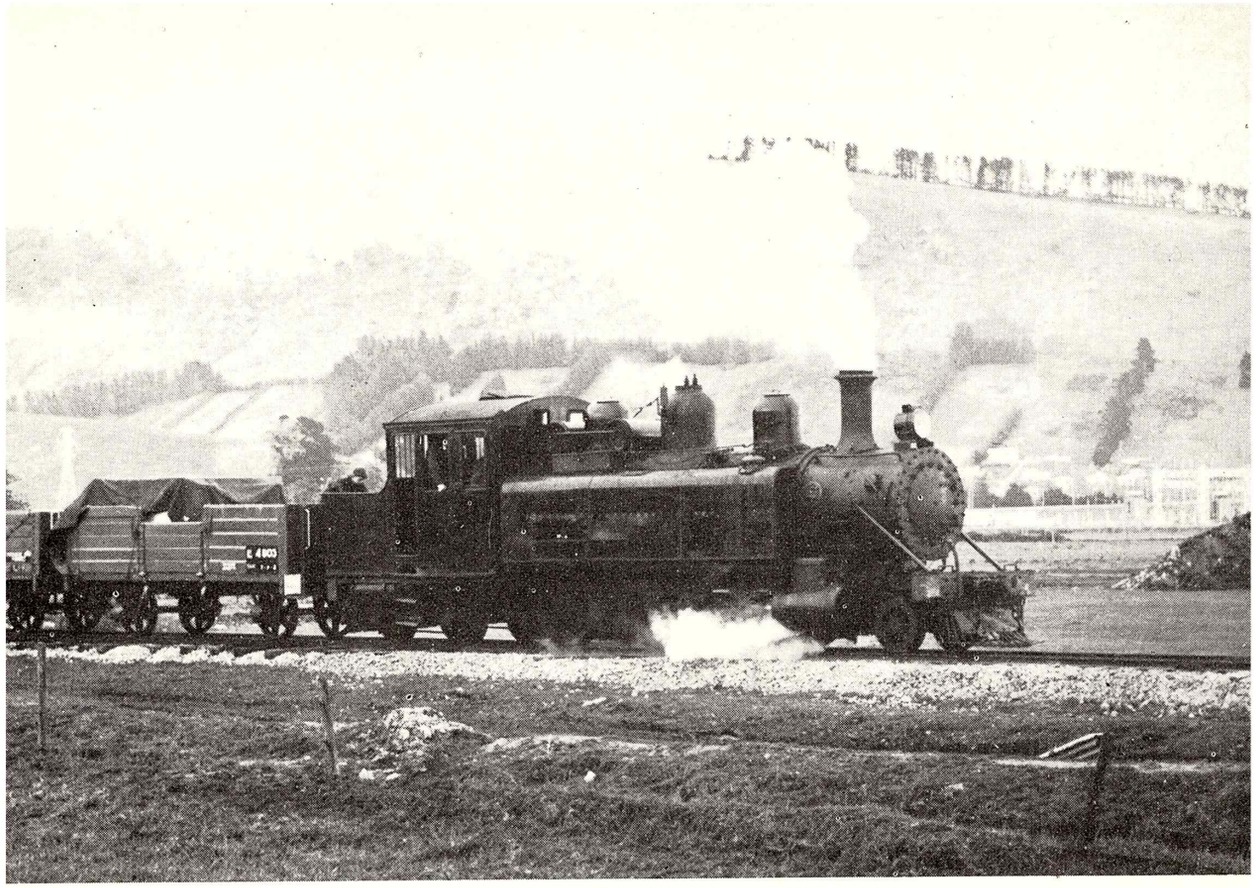
6. Names ex Greymouth 1878 series, otherwise 1890 numbers.
7. NZRLS indicates the New Zealand Railway and Locomotive Society with the appropriate branch.
8. A66 was on display at the Otago Early Settler's Museum, Dunedin, from 1947 to 1973
9. F150 was on display in Newfield park Invercargill from 1961 to 1974.
10. In January 1974 as a result of a bet, K88 was dug out of the mud near Oreti where it had lain for nearly fifty years. The new owners took possesion in June 1974 but the amount of restoration work to be undertaken is not known at the present time.

En route to the Ocean Beach Railway from McDonald's Oamaru lime works at Whitecraig D 6 (Neilson 2564 of 1880) pauses at the Oamaru loco depot in July 1965. *(G. W. Emerson)*

Name or[6] Number	Location	Owner
F163	Arthurs Pass-stored	Railways Department
Wa165	Young Nick's Playground, Gisborne	Gisborne City Council
D170/D576	Western Springs, Auckland	Museum of Transport and Technology
E175	Early Settlers' Museum, Dunedin	Otago Early Settlers' Association
F180	Western Springs, Auckland	Museum of Transport and Technology
F185	Western Springs Auckland	Mr G. McLean
W192	Arthurs Pass-stored	Railways Department
H199	The Square, Featherston	Featherson Borough Council
L207	Western Springs, Auckland	Museum of Transport and Technology
L219	Gracefield, Lower Hutt	NZRLS (Wellington)
D221	Centennial Park, Kaitaia	Kaitaia Borough Council
F230	Lake Domain, Hamilton	Hamilton City Council
F233	Clubrooms, Alfred Street, Onehunga	Railway Enthusiasts Society Inc.
Fa250	Te Awamutu	NZRLS (Waikato)
Wd357	Ferrymead Railway, Christchurch	NZRLS (Canterbury)
Wf386	Railway Station, Taumarunui	Taumarunui Borough Council
Wf393	Ferrymead Railway, Christchurch	NZRLS (Canterbury)
Wf403	Nelson	Nelson City Council
A423	Te Awamutu	Messrs P. & K. Jowett & G. McLean
A428	Greymouth	A428 Preservation Society
X442	Ferrymead, Christchurch	NZRLS
Ww480	Glenbrook Vintage Railway	GVR Trust
Ba552	Te Awamutu	Mr L. J. Hostick
Ww571	Gracefield, Lower Hutt	NZRLS (Wellington)
Ab608	Ferrymead, Christchurch	NZRLS
Ww644	Glenbrook Vintage Railway	GVR Trust
Ab663	NZR Addington Workshops-stored	Railways Department
Ab699	Museum, Pleasant Point	Pleasant Point Railway and Historical Society
Ab778	"Kingston Flyer"	Railways Department
Wab794	Ferrymead, Christchurch	NZRLS
Ab795	"Kingston Flyer"	Railways Department
Wab800	Te Awamutu	NZRLS (Waikato and Wellington) and others
Ab832	Western Springs, Auckland	Museum of Transport and Technology
C847	Gracefield, Lower Hutt	NZRLS (Wellington)
C864	Ferrymead Railway, Christchurch	NZRLS (Canterbury)
K900	Pacific Steel, Otahuhu	Museum of Transport and Technology
Ka935	Gracefield, Lower Hutt	NZRLS (Wellington)
Ka942	Paekakariki	Steam Incorporated
Ka945	Paraparaumu	Southward Trust
Kb968	Ferrymead, Christchurch	Museum of Science and Industry
J1211	Paekakariki	Steam Incorporated
J1234	Paekakariki	Steam Incorporated
Ja1240	Blenheim	Mr Coleman
Ja1260	Domain, Tinwald	Ashburton Railway and Preservation Society
Ja1267	Te Awamutu	NZRLS (Waikato)
Ja1274	Railway Station, Dunedin	Dunedin City Council
Ja1275	Te Awamutu	NZRLS (Waikato) and Mr L. J. Hostick

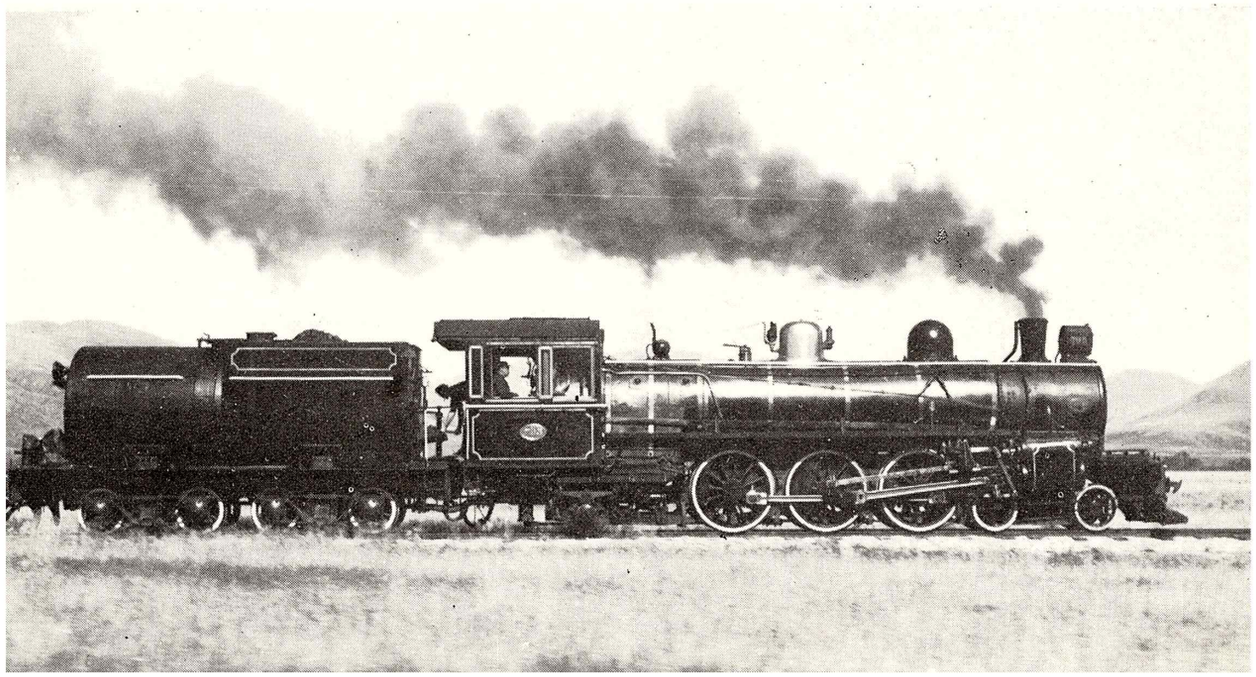
Late addition

L208	17th Avenue, Tauranga	Tauranga District Historical Museum



Wd 357, the only surviving Baldwin locomotive in this country, is preserved on the Ferrymead Railway at Christchurch. *(G. W. Emerson)*

In additon to retaining F 163 and W 192 for static display, the NZR has entered the field of active preservation with the *Kingston Flyer* which reincarnates alternately express and mixed train travel of the 1920's. This train of restored, green-painted, open-platform carriages is hauled by one of two immaculate "Ab" class Pacifics. *(G. W. Emerson)*



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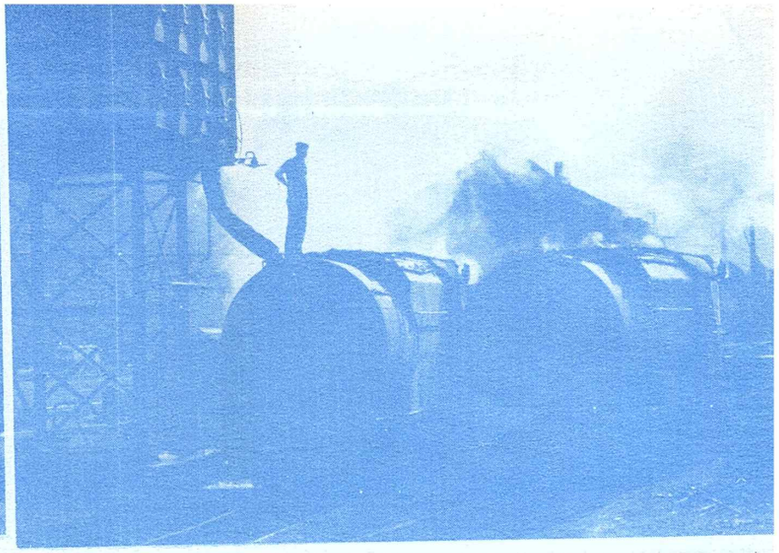

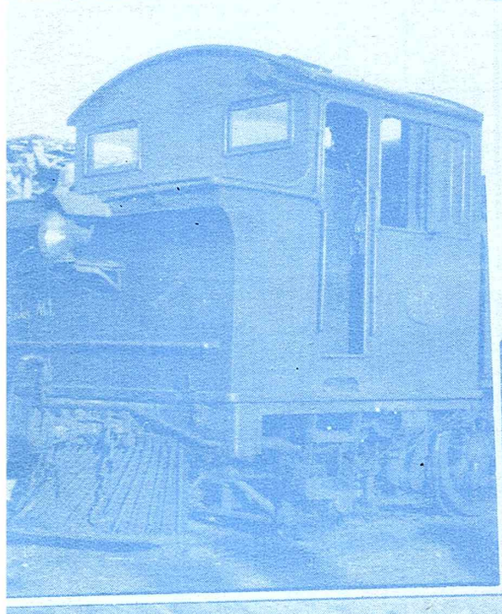

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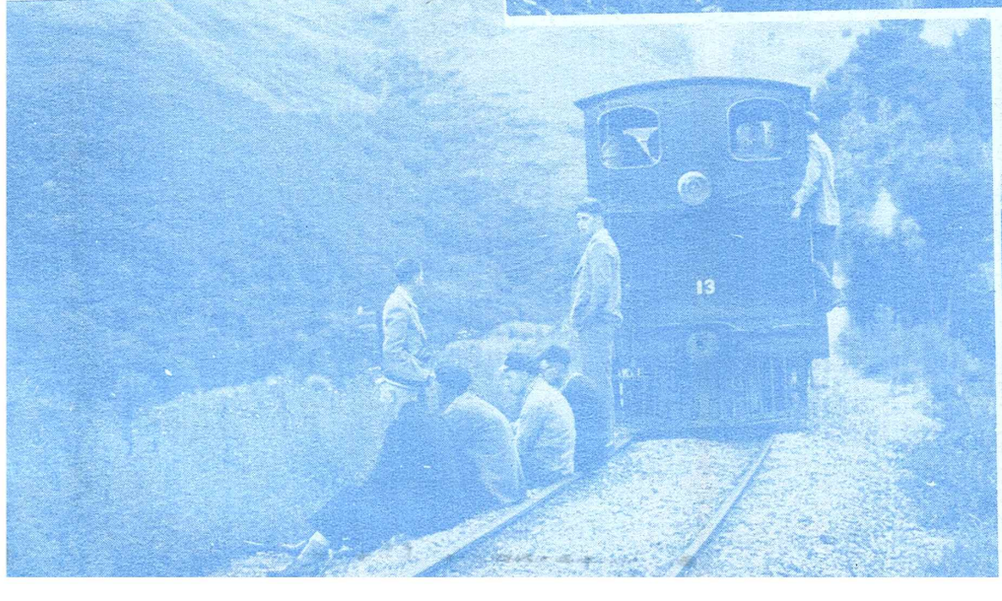
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